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INTRODUCTION

In the present volume the official correspondence of the secretary to the admiralty during Samuel Pepys's tenure of the office is continued from 1 January, 1674–5, to 7 May, 1677, the letters calendared being those contained in vols. iv. and v. of the series in the Pepysian Library entitled *S. P.'s Letters, Admiralty.* The importance of the Pepysian papers as a whole has been discussed already in the General Introduction,[1] and the general character of the *Admiralty Letters* has been described in the Introduction to the preceding volume.[2] The arrangement there adopted for indicating points of interest has been adhered to, and the Introduction to the present volume is divided into sections as follows: (1) Administration; (2) Finance; (3) Men; (4) Pay; (5) Victuals; (6) Discipline; (7) Ships; (8) Guns; (9) Miscellaneous.

1. *Administration* [3]

The composition of the admiralty commission established in 1673 was not greatly changed during the period covered by the correspondence in the present volume.

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[1] Publications of the Navy Records Society, vol. xxvi. pp. 1–251.

[2] *Ibid.* vol. xxvii. pp. vii–ix.

[3] See *supra*, vol. i. pp. 36–57.

The commission of 1673 was renewed 28 July, 1675,[1] with the substitution for Shaftesbury of Heneage, Lord Finch, who on 19 December, 1674, had exchanged the office of keeper of the great seal for the more dignified position of lord chancellor,[2] and the addition of the Earls of Ossory and Craven and Sir Joseph Williamson, now Henry Coventry's colleague as secretary of state. The public meetings of the commission had been originally held at the Council Chamber on Mondays, Wednesdays, and Fridays at 8 o'clock in the morning,[3] but in a letter of 31 July, 1675,[4] Pepys approves a proposal for a meeting of the admiralty once a week 'besides that at Hampton Court,' 'the business of the navy abundantly calling for it,' and suggests Saturday 'as dividing the week equallest from Wednesday,' the day on which the Hampton Court meeting was presumably held. From this it may perhaps be inferred that as soon as the earlier work of reorganisation was completed, the admiralty met once a week only instead of thrice, until the pressure of routine business compelled them to meet twice. Their place of meeting in London was the Robes Chamber at Whitehall;[5] and in addition to their regular meetings, and to special meetings summoned for particular purposes, they also conferred from time to time with the navy board.[6] The letters in this volume are, with a few exceptions, dated from the new office of the admiralty at Derby House.[7]

During this period there were one or two changes in the membership of the navy board. On 25 November, 1675, Anthony Deane, the famous shipbuilder, became comptroller of victualling,[8] in succession to Sir Jeremy Smyth, who retired from ill-health,[9] and Deane's place as resident commissioner of the navy at Portsmouth was filled by Sir John Kempthorne.[10] On 26 November, 1675, Sir John Chicheley was appointed an extra commissioner of the navy,[1] and on 24 June, 1676, Sir John Ernle retired from the office of comptroller of stores, which remained vacant until 1680.[2]

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[1] i. 39, *supra*.
[2] *D. N. B.* xix. 10.
[3] ii. p. ix, *supra*.
[4] No. 2473.
[5] Nos. 2060, 3654, 3689.
[6] No. 3332.
[7] ii. p. ix, *supra*.
[8] i. 41, *supra*.
[9] See Nos. 2425, 2581.
[10] i. 41, *supra*. See also Nos. 2734, 2759.

In the Introduction to the preceding volume reference was made to the important part in naval affairs played by the king in his official capacity as lord high admiral.[3] From the correspondence in the present volume it is clear that all leave of absence to officers holding by commission was granted by the king himself.[4] That Pepys was not merely making use of the king's name appears from a letter of 7 October, 1676,[5] in which reference is made to the fact that in the king's absence the secretary to the admiralty spoke to 'some of the lords' for leave for a commander to come to town. James, Duke of York, also remains, as heretofore,[6] an influence in the background of naval affairs,[7] especially in connexion with shipbuilding[8] and the administration of patronage.[9]

As in the preceding volume,[10] the correspondence calendared below contains many allusions to current events, and contributes to the political as well as to the administrative side of naval history. Under the year 1676 in particular there are numerous references to the 'insolencies' of French and Ostend privateers, and to the mischiefs wrought by them upon trade in the Channel. On 27 April Pepys refers to 'several complaints' which had 'of late' been made,[11] and at the beginning of June special instructions were issued to the commander-in-chief in the Downs,[12] and steps were taken to strengthen the force at his disposal 'for the suppressing the privateers, concerning whom complaints daily come of violences offered to his Majesty's subjects.'[1] Descriptions of the offending ships were asked for, 'so as that they may be known and laid hold on as often as they shall come into any of His Majesty's ports';[2] and the secretary undertook to keep 'constant registers, both of the privateers complained of and such as shall be brought in,' and to give 'due and timely notice' to the aggrieved parties as soon as an offender was taken.[3] A description of each privateer captured by the king's ships was published in the *Gazette*,[4] but if no complaint was lodged within seven days after publication there or on the Exchange, the vessel was no longer detained.[5] One of the difficulties with which the admiralty had to contend was that of identification; and in the case of a certain Dunkirker Pepys suggests that it is insufficient for this purpose for him to be informed that her lieutenant 'had but one eye, with his face full of pock-holes.'[6] The measures adopted did not end the mischief,[7] and on 17 October, 1676,[8] Pepys wrote to the commander-in-chief in the Downs urging him to be 'very careful' to keep his ships cruising in the Narrow for securing trade and bringing in French privateers, 'complaints arriving almost daily of several of our merchant ships carried into Calais and other ports of France.' Towards the end of the year, however, representations made at the French court[9] were successful, and in recognition of the action of that government[10] the Order in Council for bringing in French privateers was revoked,[11] as a similar order concerning

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[1] i. 41, *supra.*

[2] i. 41, *supra.*

[3] ii. pp. x–xii, *supra.*

[4] *E.g.* Nos. 2999, 3015, 3031, 3254, 3533, 3568.

[5] No. 3290.

[6] vol. ii. p. xii, *supra.*

[7] Nos. 2074, 2420, 2453, 2476, 2636, 2860, 3036, 3218, 3282, 3340, 3443, 3600, 3785, 3840, 3863, 3879, 3882, 3931.

[8] Nos. 2400, 2401, 2982, 3197, 3310, 3330, 3863, and p. xlv, *infra.*

[9] Nos. 2242, 2847, 3230, 3240, 3414, 3420.

[10] i. p. xiii, *supra.*

[11] No. 2884. See also No. 2951; and for a particular instance Nos. 2906 and 2923.

[12] No. 2976.

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[1] No. 2974; see also Nos. 3123, 3149, 3155, 3160, 3193, 3453.

[2] No. 2995; see also No. 3144.

[3] No. 2996.

[4] Nos. 3115, 3147, 3148, 3231, 3258, 3885, 3886, 3899.

[5] Nos. 3072, 3915.

[6] No. 3052.

[7] Nos. 3009, 3045, 3052, 3054, 3059, 3072, 3090, 3102, 3107, 3108, 3116, 3170, 3193, 3202, 3217, 3231, 3247, 3256, 3258, 3286, 3316, 3317, 3327, 3380, 3463.

[8] No. 3338.

[9] Nos. 3238, 3267.

[10] See Ranke, *History of England*, iv. 26.

[11] Nos. 3516, 3535, 3577.

Spanish privateers had been a short time before.[1] Nevertheless, ships were still kept cruising in the Narrow for the protection of trade,[2] and occasional references occur to injuries done by privateers.[3] In April 1677 it was considered necessary to send out the king's ships to cruise in pairs, lest his Majesty 'might suffer some dishonour' in case the vessels sent abroad should 'meet with one or more capers of greater force than themselves.'[4]

A series of letters from Pepys to Sir John Narbrough furnishes additional information[5] with regard to events in the Mediterranean during the years 1675 and 1676. On 18 October, 1674,[6] Narbrough had been appointed 'commander-in-chief of a squadron to the Straits, and to wear the Union flag at the main-top while out of the Channel.' He was empowered to treat with Algiers, Tunis, and Tripoli,[7] and if necessary to punish the corsairs of Tripoli for their acts of aggression upon English commerce.[8] At Algiers he failed to obtain a formal ratification of the earlier treaty, but that government undertook to prevent the Sallee men-of-war victualling in their harbours,[9] and arrangements were made for the redemption of captives.[10] A confirmation of the articles of peace was obtained from Tunis,[11] but at Tripoli matters came to an open breach,[12] as Pepys had foreseen would be the case.[13] Orders had been already sent on 18 March, 1674–5,[14] to all the king's ships 'anywhere to be found in the Straits' to join the commander-in-chief, and this concentration of force placed at his disposal—in addition to his own ship, the Henrietta, a 3rd rate—the Diamond, Dragon, Mary Rose, and Newcastle, 4th rates, the Success, a 5th rate, and the Roebuck, a 6th rate.[1] An increase was also authorised in the complement of ships of war sent to the Straits.[2] Narbrough was subsequently reinforced by the Swallow, a 4th rate, and the Dartmouth, a 5th rate, despatched early in May,[3] by the Assistance, a 4th rate, on 20 June,[4] and by the Harwich, a 3rd rate, the Portsmouth and Yarmouth, 4th rates, and the Holmes and Ann and Christopher fireships in July.[5] Early in 1676 the possibility was considered of sending a further reinforcement of five or six frigates of the 4th or 5th rates in case the war should continue.[6]

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[1] No. 3535. [2] Nos. 3780, 3783, 3787.

[3] Nos. 3607, 3633, 3807, 3812, 3839, 3841, 3869, 3906, 3926.

[4] No. 3849; see also No. 3869.

[5] These letters were already calendared when Mr. Julian Corbett's work *England in the Mediterranean, 1603–1713*, was passing through the press, and he was able to make use of them in proof (see his Preface, vol. i. p. viii).

[6] i. 314 *supra.*

[7] *Cal. S. P. Dom.* 1673–5, p. 379. [8] Vol. ii. p. xvi, *supra.*

[9] No. 2144; see also *Cal. S. P. Dom.* 1675–6, p. 13.

[10] No. 2144 and note. [11] No. 2350. [12] No. 2244. [13] No. 2144.

[14] No. 2144; see also Nos. 2143, 2145, 2146, 2147.

The question was raised early of the establishment of a naval base in the Mediterranean. Leghorn was dismissed as too far from the scene of operations,[7] and on the whole unkindly disposed;[8] Messina was rendered 'uncapable of it' by reason of 'the present war between the Spaniard and French';[9] but Malta was favourably considered for 'the appositeness of its situation,' in regard both to Tripoli itself and to the stations where the corsairs 'do generally keep in expectation of purchase.'[10] The difficulty was its want of provisions.[11] A rival suggestion was the island of Ithaca, or Little Cephalonia,[12] but the final choice was left to Narbrough himself, 'as being upon the place.'[13] The selection of Malta may have been affected by the 'courteous usage' which the king's ships met with there;[14] and at the beginning of July arrangements were being made for removing the Europa hulk thither from Tangier, to be 'laid there' for 'the lodging of stores' and assisting in the careening and refitting of the Mediterranean squadron.[1]

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[1] No. 2288.

[2] Nos. 2268, 2288.

[3] No. 2251; see also Nos. 2253, 2280, 2350.

[4] No. 2402. It is to this voyage that the earlier part of the *Diary* of Henry Teonge refers; he was on board the Assistance as chaplain.

[5] The Portsmouth sailed from Portsmouth on or about 4 July (No. 2441); the rest went from the same port on 13 July (No. 2536).

[6] No. 2755.

[7] No. 2244.

[8] Nos. 2279, 2350, 2402, 2619.

[9] No. 2244.

[10] No. 2244. 'Purchase' is used in the old sense of 'prey' or 'booty.'

[11] No. 2244; see also Nos. 2741, 2760.

[12] No. 2279.

[13] No. 2279.

[14] No. 2279. The contrast between Malta and Leghorn in this respect is noted in Teonge's *Diary* (pp. 48 and 199). The 'unkind-

The letters from Pepys to Narbrough contain few allusions to the operations of war. In April 1675, at the beginning of the breach with Tripoli, Narbrough's 'description of the narrowness of the place' prompted the king 'to a thought that it might be no unsuccessful attempt to sink a vessel or two in their channel, and thereby choking it up to render it unpassable';[2] but Narbrough himself suggested difficulties, and the scheme was eventually abandoned.[3] In a letter of 20 September, 1675,[4] Pepys refers to 'great discourses' of 'a considerable action and success' the particulars of which were 'yet wholly unknown;' but four days later,[5] in acknowledging letters from Narbrough dated 5 and 9 August, he mentions his 'burning the Tripoli galleys,'[6] an episode which does not occur in Charnock's account of the war.[7] He also refers to a suggestion from Narbrough that he should be supplied with fireships 'for attempting something upon their ships in harbour,' and encloses orders authorising the use of his contingent money for that purpose.[8] The action mentioned by Charnock[9] as occurring on 31 August, 1675, between the boats of the squadron and three galleys and a brigantine, is not referred to by Pepys; but in a letter of 3 April, 1676,[10] he signifies on behalf of the king and lords of the

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ness' of the latter place did not arise so much from 'any particular disregard to his Majesty,' as from 'the consideration of their finding it necessary for them to be observed treating him in this manner the better to justify their doing the like to the King of France when occasion shall call for it' (No. 2350).

[1] No. 2402. [2] No. 2244; see also Nos. 2251 and 2350.

[3] No. 2536. [4] No. 2571. [5] No. 2578.

[6] Possibly this is the episode referred to in Teonge's *Diary*, under date 8 August, as 'our ships burning four of their brigantines' (p. 51). See also *Cal. S. P. Dom.* 1675–6, p. 319.

[7] *Biog. Nav.* i. 248.

[8] No. 2578. According to Teonge, the people of Tripoli were very much afraid of the expected fireships (*Diary*, p. 67; cf. also p. 144).

[9] *Biog. Nav.* i. 248. [10] No. 2832.

admiralty 'the extraordinary content they take' in the exploit of 14 January, 1675–6, when Lieutenant Clowdisley Shovell, in command of the boats, forced his way into the harbour of Tripoli and burned four men-of-war.[1] The king and lords also 'take note' of Narbrough's 'lesser successes' in burning the enemy's boats.[2] On 25 July, 1676,[3] an order of the lords of the admiralty established bounty money for 'the persons employed in that great and happy action of Sir John Narbrough's against Tripoli.'

Numerous references occur in the correspondence to the political aspects of the war in the Mediterranean. It is clear that in its dealings with Tripoli the English government had from the first insisted upon restitution as a condition of the maintenance of peace, since 'the not doing it would render all future treaties of peace unsafe, and that not only with these people, but by their example those of Argeir and Tunis would be encouraged to the like presumptions of seizing on the ships and goods of his Majesty's subjects, in confidence of having it in their power to come to new treaties with us without fear of restoring anything.'[4] The death of the Dey of Tripoli was, however, regarded as an opportunity for a modification of the original terms, and in a letter of 14 June, 1675,[5] Pepys refers to 'fresh resolutions' by which restitution was abandoned in favour of the liberation of all prisoners taken in English ships, 'and that some heads may be taken off in acknowledgment of their disowning of the proceedings of their late Dey.' A letter of 3 September[6] refers to the effective pressure of Narbrough's operations, 'by whose conduct (thanks be to God) the business of Tripoli did upon 11 July last stand very fair on his Majesty's behalf, that government being under great distraction, and reduced by it to a strong inclination towards a peace.' The Tripoli ships of war kept the harbour,[1] and trade in the Mediterranean was so far free that some of the merchants refused convoy;[2] although Pepys foresaw the possibility of a permanent force in the Straits 'as the cheapest way of making and keeping peace there.'[3] On 24 September, 1675,[4] mention is made of a further modification in the terms on which peace was to be offered. Narbrough had pointed out 'the little expectation to be had of their making any restitution by money, and not much more of obtaining any heads,' and he was therefore instructed to 'forbear to insist upon heads,' and to obtain instead the liberation of Christian slaves, 'though of other nations,' there being 'a considerable point of honour obtained by it.' All details of the arrangement were left to the 'single discretion and conduct' of the commander-in-chief, whose proceedings were finding 'universal acceptance, both at court and elsewhere.' Pepys suggested that if he should come to a treaty, 'it might not be hard' for him to obtain 'something that might not be ungrateful to the king, namely, some of the horses and mares of the breed of that country.' In a letter of 24 January, 1675-6,[5] reference is made to new instructions with regard to a treaty, 'grounded upon some fresh advice of the present pretended inclination of the Dey and government to an accommodation with us,' and on 3 April[6] the outbreak of plague at Malta is mentioned as something 'which makes the hastening of the peace more desirable than it was before.' The treaty[7] had, however, been signed already on 5 March,[8] and the 'most welcome news' reached the admiralty on 13 April,[9] when Pepys described it as 'more satisfactory and honourable, not only than was expected now, but what was ever yet obtained by any prince from that nation.'[1] The '80,000 pieces of eight' paid by Tripoli as an indemnity was not an arbitrary sum, but the amount at which 'the loss sustained by us from them' was calculated.[2] On 14 October, 1676, advices from Tangier announced the confirmation of 'the marine peace' with Sallee, signed on 28 August, 'conformable to' the articles which Narbrough had negotiated,[3] thus ending a 'chargeable and fruitless war,'[4] 'so that (thanks be to God),' wrote Pepys,[5] 'that thorn is out of our foot.'

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[1] Charnock, *Biog. Nav.* i. 249. See also Teonge, *Diary*, p. 135.
[2] No. 2832. [3] No. 3189. [4] No. 2144; see also No. 2279.
[5] No. 2350; see also Nos. 2529 and 2536.
[6] No. 2537; see also Nos. 2402 and 2536.

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[1] No. 2536.
[2] No. 2555.
[3] No. 2536.
[4] No. 2578.
[5] No. 2737.
[6] No. 2832.

[7] There is a copy of this treaty in the Pepysian Library (MSS. No. 2654); but it is printed in Chalmers' *Treaties* (ii. 411) as well as in Teonge's *Diary* (p. 219).

[8] Charnock gives 5 March as the date of the treaty (*Biog. Nav.* i. 249), as also Chalmers, and this is confirmed by the entry in Teonge's *Diary* (p. 143). The Pepysian MS. gives 1 March.

[9] No. 2850.

The war with Tripoli was scarcely over when trouble began with Algiers. On 10 July, 1676,[6] 'some merchants of good quality' complained that the Leopard, 'a rich ship' owned by the Houblons,[7] had been carried into Algiers in violation of treaty.[8] The English government acted with promptitude, and on 14 July, in a letter written at midnight,[9] Pepys reported to Sir John Narbrough at Cadiz the king's resolution, 'upon debate had thereon with my lords the committee for foreign affairs,' to demand satisfaction under threat of war. The trouble appears to have blown over, but on 6 August[10] it was decided to take the Assurance and Drake from 'their present work in the Channel' and send them 'with all speed into the Mediterranean'; and on 20 September[1] the surveyor of the navy was asked to consider 'what ships of the smallest 3rd rates and what 4th rates may be with the least charge and in shortest time fitted forth for the service of the Straits against the Algerines.' Also Sir John Narbrough, just then arriving in England, was summoned to attend the king in order to discuss with him 'the present posture of his affairs with Algeir,' and to advise him 'in what may be fit for him to do thereon with respect to his honour and the security of his subjects' trade concerned in the same.'[2] A letter of 28 January, 1676-7,[3] suggests that the situation had improved; but the idea of despatching another force into the Mediterranean[4] was not abandoned, and a letter at the end of the volume, written to Sir John Narbrough on 17 April, 1677,[5] informed him that the king had already signed his commission to the Plymouth 'in order to his taking command of the squadron that shall be employed this year in the Straits.'

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[1] Henry Teonge, writing on the spot, and upon the very day the peace was signed, uses a similar expression: ''Tis the most honourable peace that ever yet was made with the Turks' (*Diary*, p. 143).

[2] No. 2619. [3] No. 3330. [4] No. 3305. [5] No. 3330. [6] No. 3036.

[7] The Houblon family had an important interest in the Mediterranean trade. Among the papers copied into the volume called *Naval Precedents* (Pepysian MSS. No. 2867, p. 189), is a memorial to the lords of the admiralty from merchants trading to the Mediterranean, asking for convoy in view of war with Algiers, and putting forward a complete scheme for 'frequent convoys for all ships as far as Cadiz and Tangier,' by employing six frigates in pairs at three stations: Livorne to Zante and back; Livorne to Alicante and back; Alicante to Cadiz and back. This is signed by thirty merchants, four of whom were Houblons—John, Peter, James, and Isaac. See also Lady Alice Archer-Houblon, *The Houblon Family*.

[8] Relations with Algiers had been strained for some time, and in November 1675, and again in January 1676, there had been rumours of war (*Cal. S. P. Dom.* 1675-6, pp. 407, 526, 532; cf. also p. 450).

[9] No. 3042. [10] No. 3103.

Alike in its origin, course, and conclusion, the war with Tripoli bears a suggestive resemblance to more modern English wars. It was undertaken with reluctance,[6] its 'charge' being 'very irksome' to the king and the lords of the admiralty;[7] but an unwilling government was compelled to act by the necessity of protecting English commerce.[8] As soon as the war was accepted as inevitable, the commander-in-chief in the Mediterranean was instructed to prosecute it 'with all the vigour that may be,'[9] and these instructions were faithfully carried out. To Narbrough himself the war brought nothing but credit. Appreciative references to the value of his counsel and the success of his operations occur frequently throughout the correspondence,[10] and when the fighting was over Pepys welcomed him home with his 'most affectionate respects and congratulation' after 'so much good and honourable service performed for his Majesty abroad.'[1] It is also characteristic of the English habit of mind that the government got no thanks from the merchants for going to war on their behalf. They were 'inclined to be dissatisfied with all that is done (though designed expressly for their service)' on the ground that the breach with Tripoli had been too suddenly effected for the safety of homeward-bound ships, which would be 'exposed to great danger as not being provided against the war.'[2] Pepys found their criticisms contradictory,[3] but remarked that he had been 'too long acquainted with the merchants' censures on other occasions to wonder at anything they say upon this.'[4]

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[1] No. 3226.
[2] No. 3218; see also No. 3238.
[3] No. 3669.
[4] No. 3238.
[5] No. 3870.
[6] No. 2144; cf. also ii, 403, *supra* (No. 1967).
[7] No. 2279.
[8] No. 2144.
[9] No. 2279.
[10] *E.g.* Nos. 2578 and 2832.

The treaties with the Mediterranean powers raised an administrative question of some complexity in connexion with the issue of 'passes,' and to this the correspondence calendared below abounds in allusions. The Navigation Act, which restricted trade to English shipping, had defined an English ship as one built in the king's dominions and having her master and three-fourths of her crew English;[5] but it was provided that the privileges of an English-built ship might be granted to foreign-built ships if they were owned by English merchants.[6] The result of this was that the Act could be easily evaded by means of a *pro forma* bill of sale, enabling the masters of foreign-built ships to swear that they were English-owned, and so to prevail upon the authorities of the out-ports, who were notoriously slack in the discharge of this part of their duty, to grant them 'sea-briefs' or passports entitling them to share in English trade.[7] It was even possible for the ownership of a vessel to be 'fathered' upon someone in a distant port who knew nothing of the transaction, and the fraud would be difficult either to detect or punish. The existence of these abuses is fully recognised in the correspondence under consideration. On 15 January, 1675, the Bailiffs of Yarmouth despatched a petition about 'sea-briefs' on behalf of their merchants to 'Commissioner Peaps' for presentation to the king.[1] In his reply, dated 26 January,[2] Pepys assures them that the king and lords of the admiralty are 'sensible' of the evils complained of 'by foreigners obtaining sea-briefs,' but 'such are the arts by which this is done, either through the negligence or want of circumspection, or unfaithfulness in the magistrates of the several ports from whence these sea-briefs are had,' that it is to be feared the frauds will continue. Elsewhere[3] he refers to the abuses 'sheltered' by the 'colouring' of foreign ships; and later on[4] to 'the evil of these practices in the fraudulent procuring of passes for the covering of strangers' ships,' a thing 'compassed with so much villainy in the false oaths and other indirect ways of procuring denizations, that no course can be thought too severe for the suppressing it.' The abuse was all the more serious because it was likely to entangle the government in disputes with powers whose treaties required them to respect vessels which carried passes certifying that they were English-owned and manned by an English crew.[5] This was especially the case with the piratical powers of the Mediterranean, and we find Pepys remarking on the 'great temptation and provocation' to the Algerines and 'the Turks of other places in amity with us' to see 'foreign ships pass by them under English colours.'[6]

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[1] No. 3218.
[2] No. 2251.
[3] No. 2251.
[4] No 2350.
[5] 12 Car. II, c. 18, § 1.
[6] §§ 10 and 11.
[7] *Cal. S. P. Dom.* 1673–5, pp. 76, 485.

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[1] *Cal. S. P. Dom.* 1673-5, p. 532. [2] No. 2072. [3] No. 2162.

[4] No. 2298. See also Nos. 2192, 2195, 2309, 2316, 2333, 2575, 2594.

[5] For instance, the 'marine treaty' with the Dutch, signed 1 December, 1674, provided that the ships of both nations should enjoy immunity from molestation, detention, or search, on producing 'their passport, commonly called a sea-brief' (Chalmers, *Treaties*, i. 180). On the English side this was to be issued by the admiralty or other specified authorities, and was to certify that the master of the ship 'hath appeared before us, and hath declared by solemn oath' that she is owned by the king's subjects (p. 187).

[6] No. 2350; see also No. 2668. A writer of 1673 makes a somewhat similar remark with regard to Tripoli (*Cal. S. P. Dom.* 1673-5, p. 76).

The English government was, however, already beginning to feel its way towards a remedy. The discovery of great laxity of administration at Dover,[1] and a petition from masters of vessels there,[2] led Pepys to refer, in a letter of 20 March, 1675,[3] to 'some considerations' now before the admiralty from which he expected 'public benefit' to 'the general English navigation.' The letters for July show that new rules designed to prevent the fraudulent procuring of passes were under discussion,[4] and a letter of 13 August[5] claims for the writer the credit of having 'procured' them 'to be established by his Majesty in council' in such a form as will 'thoroughly secure us against any ill practices in that matter.' These rules were afterwards modified in the light of experience,[6] and those which governed the grant of passes to the Mediterranean appear in their final form in *Naval Precedents*[7] as the rules established by Order in Council, 11 May, 1682, for Algiers passes.[8] As the numerous letters about Mediterranean passes in this volume are scarcely intelligible without a knowledge of these rules, it is necessary to print the substance of them here. They provide (1) that passes are to be issued by the admiralty alone, and only (2) to 'English-built ships, or foreign-built ships made free.'[9] (3) No pass is to be issued to any ship 'whereof the master is not his Majesty's natural subject or foreign Protestant made denizen, and whereof two-thirds[1] of the mariners are not his Majesty's subjects.' (4) No master is to receive a pass until he has given bond to the king, 'as in case of granting other passes'—50*l.* under 100 tons burden and 100*l.* for 100 tons or more—'for the delivering up of his pass upon the return of such ship and her being unladen in England, Wales, or town of Berwick-upon-Tweed unless in the case of capture or shipwreck.'[2] (5) If the vessel requiring a pass is in the Port of London, such pass is not to be granted until 'she shall have been first viewed by the surveyor of the Act of Navigation or his deputy, or the officer of the navy especially appointed thereunto' by the admiralty,[3] and a certificate produced from one of them to the admiralty, 'which certificate is to be in the same form as the certificates for English-built ships and foreign-built ships made free for which passes are demanded in pursuance of other treaties':[1] if the vessel is in any of the outports, 'upon notice thereof to the commissioners of the customs from the secretary of the admiralty,[2] the said commissioners shall thereupon write to the collector of such port that he cause the said ship to be reviewed by the deputy of the surveyor of the Act of Navigation, or by their surveyor where there is a surveyor, or by the officer appointed by the said collector for viewing of ships, and that he return up the like certificate to the commissioners of the customs under the hand of the officer that shall have surveyed her, which certificate shall be by the said commissioners transmitted' to the admiralty, and no pass is to be granted until this be done. (6) Before the pass is granted, the master of the ship must 'make such oath as is to be made by masters of ships demanding passes for English-built ships and foreign-built ships made free in pursuance of any other treaties.' (7) Passes issued under these rules are to be 'printed upon a certain size of parchment . . . that so they may be distinguished from all other passes.'[3] (8) A register was to be kept by the admiralty of all passes granted by them, 'and that the said register be kept distinct from the register which shall be kept . . . in pursuance of any other treaties.'

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[1] No. 2072; see also Nos. 2162 and 2216.

[2] No. 2149.

[3] No. 2149.

[4] Nos. 2431, 2439, 2454.

[5] No. 2488.

[6] *E.g.* Algiers passes were granted at first for a year only, but were afterwards extended to the end of the voyage (Nos. 3201 and 3789). See also Nos. 2820 and 3053.

[7] Pepysian MSS. No. 2867, p. 296.

[8] These are expressly stated to be identical with the rules for Tunis and Tripoli (p. 292); and the closeness of their connexion with the earlier rules appears from the fact that the form of oath to be taken by the masters of ships applying for passes (p. 298) requires it to be taken before 'Samuel Pepys, Esq., secretary of the admiralty,' although on 11 May, 1682, Pepys had ceased to hold that office for almost exactly three years.

[9] See Nos. 2923 and 2976.

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[1] The requirement of the Navigation Act was 'three-fourths' (12 Car. II, c. 18, § 1).

[2] See Nos. 3329 and 3743. For certificates from Pepys that passes have been actually returned, see Nos. 3681, 3741, 3766. See also in this connexion a proclamation of 22 December, 1675, 'touching passes and sea-briefs,' limiting the validity of all passes dated before or since the preceding January to 1 May, 1676, and explaining that other passes 'in the form now established' will be delivered by the secretary of the admiralty to the parties interested on their giving security for delivering up their former passes within six months after receiving the new ones, and declaring further that no pass or sea-brief hereafter granted (save where the ship shall be bound to Guinea or the East or West Indies) shall remain in force longer than one year (*Cal. S. P. Dom.* 1675–6, p. 457). By a subsequent proclamation of 28 January, 1676, it was explained that the first proclamation applied only to ships trading in the Mediterranean, with reference to the treaties with Algiers, Tunis, and Tripoli (*ib.* p. 533). These proclamations are referred to below (Nos. 2700, 2731, 2803, 3201).

[3] A letter from Pepys to Sir John Shaw, collector of customs in the Port of London and surveyor of the Act of Navigation, written in reference to this rule, and bearing date 25 August, 1675, is calendared below (No. 2514). The office of 'collector and surveyor' under the Navigation Act is also referred to in 'An Act for preventing frauds and regulating abuses in his Majesty's customs' (14 Car. II, c. 11, § 5). The 'deputy' at this time appears to have been Captain Henry Low (Nos. 2507 and 2514); and the 'officer of the navy' now for the first time 'especially appointed thereunto' was Captain John Perriman, the master attendant at Sheerness (Nos. 2558, 2639, 2653, 2752, 3382).

The rules here given were for 'Turks' passes' only; and references in the correspondence show at what points these differed from the rules for 'ordinary passes' granted under the treaties with the continental powers. Not only was the form of the pass itself different,[1] but the lords of the admiralty were 'forbid, without special order of dispensation from his Majesty in council, to grant ordinary passes to any ship that is not in the Port of London.'[2] A ship in any other port of England requiring an ordinary pass had to apply to the 'magistrate and officers of the customs of that outport where she lies;'[3] but a monthly register of passes had to be transmitted by the magistrate of each outport to the commissioners of the customs, and by the commissioners to the admiralty itself.[4] Special dispensations from the king in council are referred to in the correspondence as applied for by the lords to enable them to issue a pass to an English ship although she was not in an English port;[5] to issue a supplemental pass to a ship whose voyage would not come to an end within the period of a year for which her pass was granted;[6] and to grant a pass, 'in pursuance of the marine treaty with the Dutch,' to a ship owned by Englishmen living at Hamburg, and therefore not 'inhabitants of some place within his Majesty's dominions,' as the form of pass prescribed in the treaty required.[7] A similar system of passes was established for Ireland,[8] but copies of the registers kept for Dublin and the outports were periodically transmitted to the admiralty in London, 'to the end that the general register designed here may be kept complete.'[9]

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[1] Copies of extracts of provisions in treaties with France, Spain, Holland, Denmark, Sweden, and Portugal, relating to passes among other things, and including the 'marine treaty' of 1674 with the Dutch, are to be found in the State Papers (*Cal. S. P. Dom.* 1675–6, p. 484).

[2] A large number of letters about passes from the secretary of the admiralty to the commissioners of the customs are calendared below. These are indexed separately on pp. 451–8, *infra.*

[3] A letter of 24 January, 1675–6, to the English consul at Algiers enclosed 'a form of the new indented pass and a dozen counterparts,' that he may 'detect any counterfeit pass' tendered in his port (No. 2738). On 31 July these paper passes were replaced by parchment (No. 3087).

A number of miscellaneous references to the working of the establishments for passes may be found below.[10] They appear to have been, on the whole, successful, although a letter of 8 June, 1676,[11] refers to the 'practices still on foot' of 'applying passes granted for the benefit only of his Majesty's own subjects to the colouring of foreign ships and goods.' The view then taken by the secretary to the admiralty was that the prosecution and conviction of the offenders would 'conduce more towards the remedying of this evil than all the rules that any invention will make will ever obtain, till confirmed by severity upon the breachers thereof.'[1]

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[1] No. 3613.
[2] No. 3613.
[3] No. 3917.
[4] No. 3053.
[5] Nos. 3463 and 3720.
[6] No. 3464.
[7] No. 3744.
[8] No. 3613.
[9] No. 3613.
[10] Nos. 2610, 2685, 2719, 2732, 2749, 3040, 3186.
[11] No. 2966; see also Nos. 3035, 3837, 3838.

The correspondence relating to the removal of English subjects from Surinam,[2] begun in the preceding volume,[3] is concluded below.[4] The expedition sent for this purpose consisted of two hired ships escorted by the Hunter, a 5th rate,[5] a fly-boat being despatched in advance to carry letters.[6] The principal commissioner was Mr. Edward Cranfeild,[7] and he and his colleagues were instructed to land 'our Surinamites' in other colonies belonging to the Crown of England.[8] Later in the volume references occur to troubles at Tangier connected with the governorship of the Earl of Inchiquin,[9] to 'the affairs of Newfoundland,'[10] and to Captain John Wood's voyage in the Speedwell for the discovery of the North-East Passage, and the disaster which befell him on the coast of Nova Zembla.[11]

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[1] No. 2966.

[2] The treaty of peace with the Dutch signed in February, 1674, had provided for the carrying out of the surrender of Surinam agreed upon in 1667. The King of England was to be allowed 'to depute one or more persons thither, to see the condition of his subjects there and to adjust with them a time for their departure,' and to send 'one, two, or three ships at one time, and thereon to embark and carry away the said subjects, their goods and slaves' (Chalmers, *Treaties*, i. 174).

[3] See vol. ii. p. xvi.

[4] Nos. 2065, 2071, 2153, 2154, 2160, 2185, 2197, 2202, 2572.

[5] Nos. 2071, 2572.

[6] No. 2071; see also ii. 417, *supra* (No. 2031).

[7] No. 2153.

[8] No. 2160.

[9] Nos. 3086, 3238.

[10] No. 3543. The decay of the Newfoundland fisheries was attracting attention at this time, and in 1675 an enquiry among the merchants was being conducted by the Committee of Trade and Plantations (Lady Alice Archer-Houblon, *The Houblon Family*, i. 207). As late as 5 June, 1679, the lords of the admiralty were furnishing Captain Lawrence Wright, the commander-in-chief of the convoy to the Newfoundland fishery, with 'heads of enquiries to be made by him upon his arrival there' (Pepysian MSS. No. 2867, *Naval Precedents*, p. 277; see also an undated paper on p. 280 of the same volume, entitled 'Heads of Enquiries to be made by the Commanders of his Majesty's frigates now going convoys for Newfoundland' recommended by the Committee for Trade and Plantations).

[11] Nos. 3161, 3177. The Speedwell was sent at the king's own charge 'for the discovery of a passage by the North-East about the

Another episode which bulks largely in the latter part of the correspondence is the despatch of Sir John Berry's expedition to put down the rising in Virginia under Nathaniel Bacon.[1] On 30 September, 1676, Sir John Berry was summoned to attend the king 'about Virginia,'[2] and the same day an order was sent to the commander-in-chief in the Downs to stop all merchant-ships bound to Virginia and Maryland,[3] this being followed by a regular embargo.[4] At the same time preparations were made for the despatch of a land force[5] to be transported under contract on board eight of the merchant-ships[6] bound to Virginia which had been stopped by the embargo.[7] These were to be escorted by Sir John Berry's own ship, the Bristol, a 4th rate, and by the Rose and Dartmouth, both 5th rates,[8] and to be accompanied by the Deptford ketch.[9] The Bristol and the Deptford ketch were ordered to sail on 15 November,[10] the rest of the expedition following under the command of Captain Ashby, of the Rose;[11] but in consequence of the Rose 'having come to an untimely disaster by breaking of her rudder in striking aground as she was going through the Narrow,'[12] the command devolved upon Captain Temple of the Dartmouth,[13]

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coast of Tartary to China and the East Indies.' She was accompanied by the Prosperous pink, Captain William Flawes, commander, a vessel fitted out by James Duke of York, George Lord Berkeley, Sir Joseph Williamson, Sir John Bankes, Arthur Herbert Esq., Samuel Pepys Esq., Laurence Depuy Esq., and Mr. Edward Hopegood, merchant, 'joint-adventurers for the discovery of the said passage' (Pepysian MSS. No. 2612, *A Collection of Matters relating to Christ's Hospital*, p. 225). An account of the expedition is printed in Charnock (*Biog. Nav.* i. 378), but the names of the projectors are not all given.

[1] On this rising see Doyle, *The English in America*, vol. i. (Virginia, Maryland, &c.) p. 321 *et seqq.* [English edition 1882]; also Winsor, *History of America*, iii. 151–2.

[2] No. 3259.

[3] No. 3260.

[4] Nos. 3261, 3262; see also No. 3441.

[5] Nos. 3271, 3279, 3280, 3293, 3306, 3340, 3341, 3376, 3385, 3388, 3391, 3393, 3401, 3407, 3409, 3428, 3430, 3431, 3450, 3527.

[6] No. 3448.

[7] No. 3293.

[8] Nos. 3368, 3390, 3416, 3418, 3419.

[9] No. 3443.

[10] Nos. 3443, 3450.

[11] No. 3468; see also No. 3448.

[12] No. 3492.

[13] Nos. 3490, 3506.

who sailed early in December,[1] the Rose being a day behind him.[2] The embargo was removed as soon as the merchantmen hired for transporting the land forces had put to sea.[3] The rising at one time appeared very serious, and Pepys, writing to Sir John Narbrough on 14 October, 1676,[4] refers to 'Bacon's having got the mastery of all, and that not only by land but at sea too.' Sir John Berry took with him a force of 1,130 soldiers,[5] and he was armed with power to impress ships and seamen on his arrival,[6] but the trouble was over before he reached Virginia,[7] and on 30 April, 1677, arrangements were being made for the troops to return, although it was proposed that soldiers who desired to remain should be allowed to do so, and that 'some small number of them' should be left there 'as a standing security to the colony.'[8] The expedition carried two chaplains, who were to be treated 'with as much respect to' their 'function as can be shown without increase of charge to his Majesty.'[9]

Among minor administrative questions, the correspondence in this volume alludes to a discussion concerning the desirability of appointing masters by warrant for 6th rates[10] instead of the captain acting as master as heretofore.[11] The secretary's attitude was on the whole hostile to the proposed innovation, especially as it had been 'some time since' resolved, at his own motion, by the king and lords 'that captains appointed to 6th rates should be liable to an examination at the Trinity House as masters.'[12] A letter of 27 January, 1675-6,[13] discusses the practice of allowing the officers of ships in harbour leave to discharge their duties by deputy, 'upon considerations either of health, particular business, or passing their accounts,' and suggests desirable limitations; and another, of 24 February,[1] refers to 'a standing rule' in the navy 'that no purser be permitted to go to sea on a new voyage before he hath passed an account of the former,' while other papers of a later date[2] indicate the nature of the control exercised over the pursers with regard to the issue of clothes. Allusions in letters of 10 October[3] and 25 October,[4] 1676, suggest that 'the duty of the officers in ordinary' was being reconsidered with a view to a new establishment; and a correspondence beginning about the same date[5] shows that proposals were under the consideration of the navy board for 'settling the guardships and boats in the river of Medway,' and that steps were being taken for 'putting all things in an order of safety' in Portsmouth harbour.[6] In this connexion an important letter of 14 December, 1676,[7] refers to a report lately presented to the king from the office of the ordnance 'in discharge of that office from being burdened with the providing of boats for the maritime forts and castles, and that as far as the same must nevertheless in some proportion be done, the office of the navy is most properly chargeable with the doing thereof.'

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[1] No. 3553.

[2] No. 3553.

[3] Nos. 3465, 3553.

[4] No. 3330.

[5] No. 3391 ; see also No. 3376.

[6] No. 3439.

[7] Charnock, *Biog. Nav.* i. 151.

[8] No. 3904.

[9] No. 3422.

[10] No. 2447.

[11] No. 2450. All the masters of the king's ships were appointed by the navy board 'upon examination first had at the Trinity House' (No. 3240).

[12] No. 2450.

[13] No. 2748 ; see also No. 2791.

2. *Finance*[8]

In the present volume the references to financial questions are few in number. A paper of 19 June, 1675,[9] sets out the more pressing needs of the navy, suggesting in particular that for want of materials the officers of the navy were 'at an almost total stop' in providing for the repair of the fleet. On 24 November[10] Pepys points out to a meritorious applicant the improbability of the king's being able 'to enlarge salaries'; and on 2 January, 1677,[1] he remarks that 'matters (though never so small)' are 'of very slow advance here in which any increase of charge is concerned'; but there is no trace of the extreme pressure of poverty such as had been felt during the Dutch wars.[2] We learn incidentally that the affairs of the commission for sick and wounded, which had come to an end in 1674, at the close of the war,[3] were now being wound up.[4] There are traces of a difficulty, which was probably financial, with the slopseller of the navy;[5] and Pepys records the fact that contingent money was not as a rule allowed to a single ship.[6]

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[1] No. 2789.
[2] Nos. 3819, 3820, 3821.
[3] No. 3302.
[4] No. 3371.
[5] No. 3370; see also Nos. 3371, 3480.
[6] No. 3604; see also Nos. 3600, 3605, 3614, 3616, 3644, 3930.
[7] No. 3588.
[8] See *supra*, vol. i. pp. 107–111.
[9] No. 2369.
[10] No. 2634.

3. *Men*[7]

In the years 1675 and 1676 the supply of officers appears to have been in excess of the demand,[8] but the naval administration had to contend from time to time with a scarcity of men, both in the yards and at sea. This was ascribed by Pepys at first to 'the fulness of employment that seamen now meet with among merchantmen,'[9] and later on to the high wages offered both by 'merchant builders'[10] and on board the merchant ships.[11] The result was that the tradition against pressing seamen in time of peace[12] was thrown over, and powers were taken to issue press-warrants. The difficulty of manning is first referred to in a letter of 3 June, 1675,[13] written at the time when ships were being fitted out to reinforce Sir John Narbrough in the Mediterranean. The commanders 'not being permitted to help themselves by pressing,' it was arranged that seamen should be invited 'by beating of drums in the places usual.' This traditional expedient effected so little towards manning the Harwich, that on 15 June a press-warrant was granted to her commander,[1] but in accordance with the regular practice in such cases,[2] its operation was limited to taking men out of homeward-bound ships. Other commanders also received press-warrants,[3] but they were accompanied by exhortations to be careful in executing them, and only to use them in case of necessity. In the autumn of the following year the same scarcity of men was complained of,[4] and on 8 November, 1676, in a memorial addressed to the Council,[5] the lords of the admiralty asked that press-warrants might be issued to the Rulers of the Watermen's Company empowering them to press watermen to make up the complements of the new galley-frigates, the Charles and the James. On 2 May, 1677,[6] the lords applied for fresh powers, not only to press 'so many seamen as shall be wanting for the manning of the ships now and hereafter to be set forth for the summer's service,' but also 'shipwrights, carpenters, caulkers,[7] joiners, and other workmen and artificers,' for the repairs now in hand and for the building of the thirty new ships granted by Parliament. In commenting upon the pressing of seamen,[8] Pepys observes that it was 'what has been seldom done or demanded in time of peace';[9] but press-warrants were, nevertheless, offered to fifteen commanders.[10]

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[1] No. 3637.

[2] i. 99–103, 105–7, *supra*.

[3] i. 137, *supra*.

[4] Nos. 2588, 3109, 3547, 3563, and an important undated memorandum, No. 3110.

[5] Nos. 2264, 2290, 2977.

[6] No. 2120.

[7] See *supra*, vol. i. pp. 128–39.

[8] No. 2692.

[9] No. 2320 (3 June, 1675).

[10] No. 3915 (2 May, 1677).

[11] No. 3426 (8 November, 1676).

[12] See i. 129–30, *supra*; also Nos. 2266, 2322, 2596, 2597, 3257, 3566.

[13] No. 2320; see also Nos. 2322, 2326, 2345.

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[1] No. 2353.

[2] See i. 131, *supra.*

[3] Nos. 2356, 2378, 2379, 2380, 2381, 2382; cf. also No. 2916.

[4] Nos. 3276, 3426, 3556.

[5] No. 3426. For the particulars of a curious controversy which arose out of this, see Nos. 3566, 3569, 3578, and 3585.

[6] No. 3915; see also No. 3919.

[7] The deficiency of caulkers had been felt earlier. On 1 July, 1676, warrants had been issued for impressing caulkers for Chatham and Woolwich yards (No. 3014).

[8] Pressing for the yards was on a different footing. See i. 130, *supra.*

[9] No. 3920.

[10] No. 3920; see also Nos. 3928, 3929, 3930.

The captains of the king's ships were required by their instructions 'to take out of any foreign merchant-ships such of his Majesty's subjects as shall be found serving therein,'[1] and 'serving in foreigners' was also forbidden by proclamation;[2] but the prohibition was not easy to enforce, especially as the enlistment on board foreign vessels of a crew in part English was sometimes a convenient way of getting round the Navigation Act.[3] The admiralty was, however, resolute in punishing Englishmen taken out of privateers.[4]

Allusions of interest occur in the correspondence to 'reformadoes,'[5] 'midshipmen extraordinary,' and 'volunteers.' The applications from persons desirous of being entered as reformadoes were so numerous[6] and their importunities so great,[7] that in a letter of 2 April, 1675,[8] Pepys declared himself resolved 'to bring that thing to some settlement, that is to say, both in the qualifications of those that shall be esteemed capable of being reformadoes, and those that are not, together with the number to be affixed to each rate, which shall not be exceeded.' The details of this 'settlement' do not appear, but something may be inferred from the correspondence. From an earlier letter[9] we learn that the king did not grant a warrant for a reformado to be borne on board one of his ships 'without some good regard had to the qualifications of the persons that request it,' more particularly with regard to 'age and education, experience, or addiction to the study and work of a seaman.' 'To the end his Majesty may understand the fruits of his bounty, and the extraordinary charge attending the same in allowing midshipmen's and reformadoes' pay extraordinary on board his ships to some persons specially recommended to him,' a later letter[10] asks for 'a particular and impartial account of the behaviour, sobriety, diligence, and obedience to orders' of a certain Mr. Charles Dallison on board the Success. On 2 December, 1676,[1] the lords made an order for the examination of reformadoes, and on 4 December,[1] and again on 7 December,[2] Pepys instructs the navy board to examine gentlemen who had served some time as reformadoes, and to report to him 'their proficiency in the study and practice of navigation.' We learn from other references that both volunteers and midshipmen extraordinary were borne as supernumeraries above the complement of the ship, but that each midshipman was allowed a servant who was also a supernumerary, while in his 'establishment about volunteers' the king had 'expressly declared' that 'there shall be no servant allowed to any of them';[3] and that the allowance of midshipmen extraordinary was limited to 'such only who have been commanders or lieutenants.'[4] It is also clear that the establishment allowed to 4th rates three volunteers, and two midshipmen extraordinary with two servants,[5] and to other rates presumably in proportion.

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[1] No. 2671; see also Nos. 2268, 3072, 3667, 3730.

[2] No. 3469; see also Nos. 3035, 3072.

[3] No. 2923.

[4] Nos. 3045, 3072, 3369.

[5] See i. 190 *n. supra.*

[6] No. 2200.

[7] No. 2189.

[8] No. 2189.

[9] No. 2133.

[10] No. 2784.

In letters of 2 and 12 April, 1675, Pepys notes the advantages of having work done in the yards 'by strangers upon particular bargains made'[6] over the system by which 'particular tradesmen' were appointed by warrant to serve the king in their respective trades 'in exclusion to others.'[7] He comments unfavourably in December, 1676, upon 'the present inability of the generality of the ordinary,' in spite of the fact that 'upon the single consideration of bettering the choice of his shipkeepers in harbour' the king had lately raised harbour wages to the level of wages paid at sea;[8] and he has a low opinion of the soldiers despatched in September, 1676, to Tangier.[9] The volume also contains illustrations of the kind of influence brought to bear upon the filling up of minor appointments. 'At the instance of some persons of quality' Pepys applied for a berth in one of the great ships laid up in ordinary at Chatham for a seaman who had 'by time become not so able to perform hand-labour, though otherwise healthy and his senses good';[1] at Prince Rupert's request he found 'a very sober person and experienced soldier' a place as corporal on board one of the king's ships;[2] and he obliged a member of Parliament in the matter of 'two honest and able shipwrights' desirous of entering the yard at Deptford.[3] It is unnecessary to place a sinister interpretation upon any of these transactions. The statement of each case is scrupulously fair, and the right-minded administrator of the period could scarcely do more than see that no wrong was done to the king's service. The attitude of incorruptibility[4] which Pepys affected in these days of his greater responsibility may very well have expressed his real thought, at any rate where the minor patronage of his office was concerned.

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[1] No. 3536.
[2] No. 3544.
[3] No. 2917; see also Nos. 3651, 3658.
[4] No. 3532.
[5] Nos. 2917, 3532.
[6] No. 2187.
[7] No. 2217.
[8] No. 3614.
[9] Nos. 3206, 3664.

In the discharge of persons unreasonably enlisted, the secretary of the admiralty appears to have shown himself wise and considerate. On 7 September, 1676, at the instance of his mother, a 'gentlewoman,' Pepys wrote to advise the discharge of Philip Hanbury from a merchantman bound to Virginia, on the ground that he 'is neither at his own disposal nor hath any reasonable occasions to call him out of his own country';[5] on 26 September, 'having been applied to by a poor woman complaining that herself and some small children will be liable to ruin' if her husband 'be taken away from them' to serve as a soldier at Tangier, he interested himself in procuring his exchange;[6] and on 23 February, 1677, at the request of a scrivener in Westminster, he took steps to recover for him Henry Wiggins, his runaway apprentice, who had contrived to get himself carried over into Holland on board a royal yacht 'among the retinue of the envoy of the Elector of Cologne.'[1] He also ordered the discharge of two 'schoolboys belonging to the Charterhouse,' who had been 'seduced from Southwark Fair and shipped against their wills.'[2]

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[1] No. 2167.

[2] No. 2179.

[3] No. 3880.

[4] See Nos. 2273 and 3414.

[5] No. 3188; but see also No. 3222.

[6] No. 3248.

4. *Pay*[3]

The present volume contains few allusions to arrears of pay,[4] but on 24 February, 1677,[5] Pepys, in a letter to the master-shipwright at Portsmouth with reference to the non-payment of 'the parish duties' by the officers of the yard, condoles with him on his arrears, 'the consideration of which,' he writes, 'shall and doth often grieve my heart, nor do I fail upon any occasion of mentioning you either to his Majesty or my lord treasurer, to put them in mind of your condition, and that it hath been his Majesty's service that hath reduced you to it.' Other letters suggest that a ship's company returning home did not always receive their wages in full before going to sea again;[6] that his pay was not continued to a commander after the loss of his ship;[7] and that no allowance was made for the loss of clothes 'in any case but that of ships lost in fight.'[8] A letter of 20 May, 1676,[9] explains the precautions taken in the transport of money to Tangier for the pay of the garrison there. Other correspondence refers to the rewarding of Mr. William Idle, the master of the merchant ship Bachelor, 'in consideration of the good service by him performed' in retaking her from the Dutch and bringing her away from Cadiz Bay.[10] It was at first proposed to give him a medal to the value of 50*l.*,[11] but either in addition to or substitution for this he actually received a substantial payment in cash.[1] In November, 1676, a payment of wages was authorised to be made, not to the seaman to whom they were due, but to the master of the Duke of Ormonde's barge to whom he was apprenticed by indenture, on the ground that he had taken 'very ill courses,' and had thereby contracted 'debts upon himself on shore as often as he' had 'opportunity of coming there,' 'with design of bereaving his said master of his wages,' who is 'a very painful and poor man.'[2]

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[1] No. 3757.

[2] No. 3215.

[3] Vol. i. pp. 140–51, *supra.*

[4] Nos. 2205, 2230, 3601, 3740.

[5] No. 3760; see also No. 3711.

[6] No. 2908.

[7] No. 3603.

[8] *Ib.*

[9] No. 2914; see also No. 2587.

[10] No. 2606.

[11] *Ib.* See also No. 3522.

5. *Victuals*[3]

The victualling during this period was still managed by the contractors appointed in November 1673,[4] who had shown themselves on the whole careful and efficient.[5] References of 26 September, 1675,[6] suggest that the contract of 1673 was being revised, and later on[7] questions of interpretation arose, but there is no indication of any dissatisfaction with the service until January, 1677, when notice was given to the contractors for the navy, for Tangier, and for the Mediterranean that the king had received 'proposals offered him by others tending to his being served . . . with all the circumstances of advantage, both in price and otherwise, which your contract contains, and yet with an appearance of better security for its due performance, and more ease to his Majesty in the method of payments.'[8] This led eventually to the contract for victualling being placed in fresh hands.[9]

A 'State of the Victualling Action' for the year 1675[10] shows that 3,551 men were to be employed at sea at a charge for sea victuals of 31,037*l.*, the harbour victuals during the same period amounting to 5,604*l.* There are also references in the correspondence to the victualling declarations for 1676[1] and 1677,[2] but no figures are given. The complaints of bad victuals are neither many nor serious,[3] although exception was taken to 'the smallness of the Garland's beer;'[4] and there are only a few instances of delay.[5]

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[1] Nos. 3121, 3122.

[2] No. 3442.

[3] See *supra*, vol. i. 164-83.

[4] *Ib.* pp. 164-5.

[5] Vol. ii. p. xxviii, *supra*.

[6] Nos. 2580, 2581.

[7] Nos. 2793, 3243.

[8] No. 3689.

[9] i. 165, *supra*.

[10] No. 2085.

A letter from Pepys to Sir John Narbrough, dated 13 December, 1675,[6] refers to the 'practice time out of mind constantly used in the king's navy' of putting the ship's company to short allowance 'as soon as they come out of the Channel,' and on behalf of the king and lords directs that it be observed; but in a later letter[7] Pepys writes that Narbrough's arguments against putting his ships to short allowance are approved and adds 'another consideration' formerly urged by Sir John Lawson against the common practice of short allowance in the Straits, 'that the money given the seamen upon that score was but an occasion of the seamen's insisting to go on shore for the refreshing themselves therewith, to the great disappointment of his Majesty's service by staying of his ships in port, and sometimes by occasioning the total loss of the men, and putting the whole into a course of debauchery.'

A letter of 31 October, 1676,[8] describes the special provision for their own personal comfort, over and above the ordinary victualling allowance, indulged in by two young gentlemen who were going to Virginia as passengers on board one of the king's ships: for 'each of them a seaman's chest and mattress to lie on, one runlet of brandy, one hamper of wine, one firkin of butter, one cask of cheese and biscuit, and one hamper of arms for their particular use.'

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[1] Nos. 2711, 2725.

[2] Nos. 3289, 3304.

[3] Nos. 2952, 3072, 3073, 3092, 3246.

[4] No. 3072.

[5] Nos. 3232, 3252, 3765, 3871.

[6] No. 2671.

[7] No. 2832 (3 April, 1676).

[8] No. 3384.

6. *Discipline*[1]

The difficulties connected with the maintenance of discipline in the navy have already been discussed, both in the General Introduction[1] and in the Introduction to the preceding volume of papers;[2] and the present volume affords additional illustrations of the conditions there described. The attitude of the secretary of the admiralty was unexceptionable, 'as being resolved to omit nothing in my place to do towards the improvement of the discipline and manners of the navy, as long as I shall be thought worthy of serving his Majesty in it';[3] but a sound tradition took long in the building. The old complaints[4] recur of the king's commanders wasting their time in foreign ports 'upon occasion of private trade or pleasure of their own,'[5] and bringing home merchants' goods in the king's ships.[6] The evil was regarded as 'no longer sufferable,' and on 12 July, 1675, the consul at Malaga was asked to report such delinquencies to the admiralty;[7] but on 15 November, in acknowledging the care taken by Sir John Narbrough in the Mediterranean to prevent his captains spending time uselessly in port, Pepys admits 'with infinite reluctancy and grief,' that his own 'pains' had not put an end to 'the liberty taken by commanders in that particular,'[8] and a month later[9] he refers again to 'the great evil under which his Majesty's service hath so long laboured of commanders going so often into and spending so much time in port.' It is possible that this accounts for the strictness shown by the admiralty in calling for the journals of commanders who had returned from voyages abroad.[1] The same trouble also arose with regard to officers at home. Notwithstanding the measures adopted in October 1673[2] to stop the liberty taken by commanders 'upon the coming in of the fleet to leave their ships and stay at their own pleasures on shore,'[3] they still continued 'appearing daily in the town without any justifiable account given for the same.'[4] The commanders of the king's ships employed in the Downs, 'and possibly their under-officers and companies,' were also suspected of taking 'too much liberty' of spending their time on shore,[5] and on 24 November, 1676, the muster-master[6] and the postmaster[7] at Deal were both invited to report their neglects; but Pepys learned from the former a few days later that there was little cause for 'any suspicion that the commanders in the Downs resort to and lie on shore.'[8] The carrying of money and plate for the merchants was not yet prohibited,[9] but in a letter dated 23 January, 1677,[10] Pepys expressed an opinion adverse to this also, 'it seeming to me that for every penny that a poor commander gains this way it were better husbandry for his Majesty out of his own purse to give him twopence, and this should be my advice to him were it demanded, in justice both to the king and his captains.' Other difficulties of discipline were connected with drink;[11] with 'the liberty taken by commanders when abroad, either of overlooking or contemning their orders';[12]

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[1] See vol. i. pp. 183–221, *supra*. [2] Vol. ii. pp. xxix–xxxiii, *supra*.

[3] No. 2633; see also Nos. 2624, 2636, 3658.

[4] Vol. i. pp. 192–3; vol. ii. p. xxix.

[5] No. 2438; see also No. 2143. [6] Nos. 2078, 2511, 2533.

[7] Nos. 2438, 2566, 2670; see also Nos. 2078, 3702. [8] No. 2619.

[9] 13 December; No. 2671. See also Nos. 2567, 2620, 2670, 2832, 3004, 3311, 3702. In April 1675 the stay of the king's yachts in ports whither they were sent had been limited to four days (No 2241; see also No. 2694).

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[1] Nos. 2941, 3311. See also Nos. 2063, 2079, 2099, 2123, 2327, 2523, 2530, 2538, 2542, 2550, 2603, 2612, 2613, 2682, 2787, 2942, 2944, 3007, 3047, 3070, 3079, 3290, 3313, 3321, 3325, 3436, 3459, 3649, 3664, 3677, 3679, 3695, 3698, 3724, 3770.

[2] Vol. ii. p. xxx, *supra*.

[3] Vol. ii. p. 74, *supra*.

[4] No. 2299. See also Nos. 2486, 2501, 3581. The flagrant case of Captain Preistman, commander of the Lark, has been referred to already in the General Introduction (vol. i. p. 196, *supra*: see also Nos. 2427, 2442, 2447, 2453, 2469, and 2476 *infra*).

[5] No. 3499.

[6] No. 3499.

[7] No. 3500.

[8] No. 3528.

[9] The carrying of money or plate without royal warrant was prohibited by James II in 1686. See vol. i. p. 210, *supra*.

[10] No. 3691.

[11] No. 2905.

[12] No. 3309.

and with quarrels among the officers themselves.[1] In the case of the Success the charges brought by the commander and his lieutenant against each other came before a court-martial, which found them 'groundless and full of private animosity.' Both officers were acquitted, 'but so as that a brand will remain on them that may be an example to other officers of the king's for the preservation of a better decorum between commanders and lieutenants.'[2]

Several cases occur during this period of trials by court-martial and other disciplinary measures. At the beginning of 1676 Captain Joseph Harris, commander of the Quaker ketch, was condemned to death[3] for submitting to an Ostender,[4] and arrangements were actually made, with 'as much appearance of reality' as was possible, for his execution, although a warrant was to be produced 'for the forbearance thereof' 'just before the act of execution should be done.'[5] In August, 1676, Mr. Beckett, the late master of the Henrietta, was tried 'for running her on ground in the Bay of Cadiz.'[6] In October of the same year Captain Atkins, who, curiously enough, was the successor of Captain Harris in the command of the Quaker ketch, was ordered to be sent home a prisoner from the Mediterranean 'to answer for his late behaviour upon his meeting with the two Argeir men-of-war, and suffering himself to be carried away and towed . . . into that port,'[7] attended with 'such an affront done to his Majesty's flag,' wrote Pepys, as 'cannot, I think, be remembered to have been ever offered to, much less borne by, any other.'[8] His punishment appears to have been imprisonment[9] and dismissal from the service.[1] The master-gunner of the Diamond[2] and the boatswain, gunner, and carpenter of the Quaker ketch[3] were also tried by court-martial for the embezzlement of stores, and complaints against the boatswain of the Guernsey[4] were similarly investigated.[5]

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[1] Nos. 2832, 3305, 3311.

[2] No. 2832. The trouble appears to have originated in the 'failure of the Success in not doing her part upon' two 'Tripolines' (No. 2619).

[3] No. 2772. [4] No. 2716.

[5] No. 2773. Charnock notes that Captain Harris was 'condemned to death for suffering dishonour, but pardoned afterwards,' but adds that the 'particular circumstances attending this guilt' were not known (*Biog. Nav.* i. 234). See also Nos. 2720, 2733.

[6] No. 3100. [7] No. 3313. [8] No. 3308. [9] No. 3814.

Among minor disciplinary measures, instances occur of the stop of wages by order of the lords of the admiralty until the accused was cleared of the charges brought against him;[6] the dismissal of boatswains for breach of orders;[7] and the suspension of pursers by the navy board.[8] In one case the king and lords, acting on the report of the commander and his lieutenant, ordered the navy board to suspend a boatswain—among other things for being absent from his ship without leave 'at a time when his attendance was in a special manner requisite';[9] but they took occasion at the same time to point out to the commander concerned that 'the beating of warrant officers,[10] whether in public or private, is a thing which they do not find either the practice or discipline of the navy doth in any wise warrant, or can in any degree either allow or be thought to need, while commanders have in their power other regular ways of punishing them, by bilboes, confinement, or suspension.'[11] Another case, that of Mr. Brouncker, the purser of the Unicorn, serves to illustrate the kind of slackness in high quarters[12] with which Pepys had to contend. Mr. Brouncker makes his first appearance as a martyr to his own high sense of duty. On 3 April, 1675,[1] he complained to the lords of the admiralty of the 'ill-usage' he had received from the cook of his ship 'upon no other provocation than that of pressing him to the performance of his duty,' and also of his being confined as a prisoner 'by the commissioner's warrant' on board the Royal Sovereign. Mr. Brouncker's imprisonment was, nevertheless, richly deserved, and by 14 April Pepys had satisfied himself by correspondence with the commissioner at Chatham that he was unfit to be continued longer in the service.[2] Upon his submission, however, Commissioner Beach 'thought fit to pass by his misbehaviour,'[3] and on 24 November the secretary to the admiralty 'thought it his duty' after six months' further trial to ask how he had behaved himself.[4] The answer was to the effect that the delinquent, 'notwithstanding the clemency formerly shown him,' remained 'as little obedient to orders as ever,'[5] and he appears to have been suspended;[6] but as he put in a certificate of illness in explanation of his long absence from duty on board his ship[7] and gave better attendance,[8] Commissioner Beach interceded for him and the king excused his fault.[9] 'To which give me leave to add my own entreaty on behalf of his Majesty's service,' wrote Pepys to Beach on 5 February, 1675–6,[10] 'that you will not let your charity, which you seem to make use of in the present case, persuade you to bear with more of this kind, either from him or anybody else, than may stand with the preservation of that discipline without which the whole service must go to ruin.' By October 1676 'new neglects'[11] had exhausted the patience even of Sir Richard Beach, and the king and lords of the admiralty were about to 'put it out of Mr. Brouncker's power to give any further trouble of this kind.'[12]

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[1] Vol. i. 319, *supra*, and Charnock, *Biog. Nav.* ii. 10.

[2] Nos. 3077, 3099, 3229.

[3] No. 2789; see also Nos. 2173, 2196, 2615.

[4] Nos. 2777, 2785, 2786.

[5] The case of Sir William Poole, commander of the St. David, who was punished for delaying in a foreign port, contrary to orders, and then bringing home merchants' goods, has been already discussed in the General Introduction (vol. i. pp. 193-4, *supra*).

[6] Nos. 2699, 2709, 2711, 2717, 3229.

[7] No. 2800.

[8] No. 2225.

[9] No. 3026.

[10] Cf. Maydman's *Naval Speculations* (1691), p. 178, *et passim*.

[11] No. 3026.

[12] If Mr. Brouncker was related to Lord Brouncker, the comptroller of the treasurer's accounts, and to his brother, Henry Brouncker, the intimate friend of the Duke of York, this might account for the indulgence shown to him. See *D. N. B.* vi. 469.

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[1] No. 2194. [2] No. 2225. [3] No. 2633. [4] *Ib.*
[5] No. 2698. [6] No. 2746. [7] No. 2743. [8] No. 2756.
[9] No. 2765. [10] *Ib.* [11] No. 3291. [12] No. 3273; see also No. 3291.

Another case not without personal interest is that of the cook of the Victory, who, having received 'a large certificate from his chirurgeon' of 'the ill condition he was in by wounds formerly received in the king's service,' 'prevailed upon the charity of my lords of the admiralty to give warrant for a dispensation to his attendance for three months,' and then 'instead of being solicitous for his cure,' spent his time 'scandalously in drunkenness and gaming.'[1]

Difficulties of discipline occasionally arose in connexion with convoy. The king and lords of the admiralty were 'in the utmost degree solicitous' in all things 'conducing to the benefit of trade,'[2] and where mercantile interests were concerned, the Exchange was sometimes 'very clamorous.'[3] Thus pains were taken to inquire into every miscarriage[4] and to meet all reasonable requests for convoy;[5] although difficulties sometimes arose from the conduct of the merchant captains themselves. In one case some failed to obey the signal to sail when the wind was fair, being 'drunken on shore,' and the convoy sailed without them;[6] and in others they showed 'little regard' to 'his Majesty's care of them in the providing them convoy' by 'slightly leaving it.'[7] Attempts were also sometimes made by the masters of ships for which convoy was provided, to use it 'for the convoying of contraband goods.'[8]

Measures were taken during this period to keep the admiralty better informed than hitherto with regard to the condition and movements of ships. In order to remedy 'the supineness of commanders in that particular' Pepys was contemplating in March 1674–5 the insertion of a new article in their instructions 'for the keeping and preserving a better and more certain and constant account of the condition, virtues, defects, and trim of his Majesty's ships than seems at this day to be found anywhere.'[1] He was also careful to insist that daily lists should be furnished to his office of the ships at anchor in the Downs.[2]

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[1] No. 2851. [2] No. 2654. [3] No. 2141.

[4] Nos. 2095, 2096, 2097, 2141, 3524.

[5] Nos. 2411, 2569, 2654, 3723, 3785, 3895. See also the 'State of Sir John Narbrough's fleet,' dated 23 Sept. 1676 (No. 3237).

[6] No. 2105. [7] No. 3597; see also No. 2668. [8] No. 3775.

In Pepys's view one of the conditions of the maintenance of discipline in the navy was fair promotion and the dispensing of equal justice between man and man. We find him defending, as something incontrovertible in the practice of the navy, the right of a lieutenant to succeed to the command of the ship on the death of his captain;[3] using his influence with the Duke of York to ensure that the vacant appointment of storekeeper at Chatham Yard, as 'an employment of very great trust' and one which calls not only for integrity but also for 'experience in the business and methods of the navy,' should be filled from among those who 'by many years' education and labour' in the king's service 'have qualified themselves above others for his favour herein';[4] and communicating with evident satisfaction the news of the bestowal of other offices strictly according to merit.[5] 'By the grace of God,' he writes on 7 November, 1676,[6] to Sir John Kempthorne, the resident commissioner of the navy at Portsmouth, 'so long as I have the honour of serving his Majesty in this post, no man shall endeavour more his Majesty's bestowal of employments by advancement of officers well deserving in lesser offices to greater than I have, and shall do, and in particular favour this person so recommended by you; though on the present occasion his Majesty hath in justice bestowed this vacancy upon one who hath neither now solicited for, nor knows anything of it—namely, Captain Richard Country, who hath for many years served his Majesty as a commander, with an extraordinary character given him by Sir John Narbrough in his late service under him within the Mediterranean.' Thus even in the navy of the Restoration promotion could be dispensed upon sound principles.

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[1] No. 2132.
[2] Nos. 3338, 3410.
[3] No. 2272.
[4] No. 2847.
[5] Nos. 3352, 3414.
[6] No. 3414.

Pepys may have been somewhat self-righteous, but it is difficult to believe that the root of the matter is not to be found in him.

7. *Ships*[1]

The development of an energetic shipbuilding policy during 1675 and the following years has been already discussed in the General Introduction,[2] but the letters calendared below contain many allusions to it. On 23 April, 1675,[3] Pepys is busy collecting materials for his report to the House of Commons on 'the present condition of the navy, and of the stores and provisions thereof,'[4] which was to be presented on the following day; and on 5 May[5] he is writing 'at 8 in the morning' to make enquiries with regard to the number of places, 'whether his Majesty's or private men's,' where ships of the first three rates 'may find present conveniences to be built.' On 11 May[6] he writes to Commissioners Tippetts and Deane to ask for the 'number of workmen necessary for building a ship of each rate within 6 months or 12 months,' due regard being had to the repairs of the old fleet, and 'the number of shipwrights of this kingdom abroad and at home,' with 'an account of how many of these the common service of the merchants may take up in their yards, and what remains for the king's, to be distributed between the repairing of the old and building of new ships.' These enquiries were in preparation for 'our great business'[6]—the 'full repair' of the old fleet and the assignment of 300,000*l.* to the building of twenty new ships—but this fell through in October 1675.[7] The scheme was, however, revived on a more ambitious scale in 1677, and in a long and characteristic letter to the navy board, dated 23 February, 1676–7,[1] Pepys (with all due modesty) thanks God that his own account of the 'past and present state' of the navy 'compared first with one another and then with the naval force of our neighbours as it now is, different from what it ever heretofore has been,' had moved the House of Commons to vote a sum not exceeding 600,000*l.* for building ships. 'Nor did I omit doing my part,' he adds, 'in laying before them (in the most intelligible manner I thought to that assembly) the present ill condition of the old fleet—namely by representing the sum of money that it would require to put the same into repair, furnishing them for the sea, and making a provision for a magazine of stores for a reserve which . . . I valued at about 300,000*l.*; but upon that head nothing was then prosecuted beyond my lodging it plainly and fairly with them.' On 16 April[2] he writes to Sir John Tippetts, the surveyor of the navy, to tell him that, in spite of differences between the two Houses which rendered him 'very distrustful' of success, 'the Bill (blessed be God) is . . . passed this night by the king.' The repair of old ships is to be continued, together with the building of new, 'the prospect of the condition wherein matters are likely to stand between us and France rendering the despatch of our repairs no less indispensable than that of our new building'; and the king and the duke are 'extremely importunate that not an hour's time be lost that may be saved in our preparations for each of these matters,' and therefore, although themselves proposing to repair to Newmarket for some days, they nevertheless expect 'that in their absence every hand do fall to work for the forwarding of each of these services with the same vigour as if they themselves were here.' The correspondence in this volume relating to the Act of 1677 for building thirty new ships—in a sense the first Naval Defence Act—closes with a letter of 30 April,[3] stating that the king 'is not yet come to any determinate resolution,

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[1] See vol. i. pp. 221–32, *supra.*

[2] *Ib.* pp. 43–57.

[3] Nos. 2252, 2254.

[4] i. 46, *supra.*

[5] No. 2271.

[6] No. 2282.

[7] i. 47–8, *supra.*

[1] No. 3754. [2] No. 3863. [3] No. 3902.

touching the building of any of the ships by contract, but seems inclined to build them all in his own yards if time and room will admit it.'

The history of the launches which took place during this period illustrates the personal interest taken in shipbuilding both by the king and the Duke of York. On 11 June, 1675, the Lark, a 6th rate intended for the service of Sallee,[1] was launched at Blackwall,[2] the king being present at the launch,[3] and afterwards showing himself 'much intent' upon her 'well-sailing.'[4] A little later the Sapphire, a 5th rate designed for the same service,[5] was launched at Harwich. On 26 June the king went by sea to Portsmouth[6] to be present at the launch of the Royal James, a 1st rate of 1,422 tons. He was accompanied by James Duke of York[7] and the Duke of Monmouth,[8] and attended by frigates and yachts.[9] As the wind was unfavourable, he did not arrive in time for the launch, which took place 'very happily' at noon on 29 June.[10] Pepys, who preferred to come by land,[11] was more fortunate.[12] It was on this occasion that John Tippetts, the surveyor of the navy, Richard Haddock, one of the commissioners of the navy, and Anthony Deane, the famous shipbuilder, received the honour of knighthood.[13] The king and duke were also present at the launch at Woolwich on 26 August[14] of the Woolwich, a 4th rate; and on 15 June, 1676,[15] they went down the River attended by yachts[16] 'to spend the time about Sheerness for that day, and so up to Chatham'[17] to be present at the launch of the Defiance, a 3rd rate.

On 13 September, 1675,[18] the king paid a visit to Rotherhithe, where Sir Anthony Deane was building the

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[1] Nos. 2330, 2342. See also vol. ii. p. xxxiv, *supra*.
[2] No. 2342; see also No. 2310.
[3] No. 2310.
[4] No. 2346.
[5] Nos. 2312, 2342, 2354.
[6] No. 2398; see also No. 2342.
[7] No. 2400.
[8] No. 2388.
[9] No. 2385.
[10] No. 2400.
[11] No. 2386.
[12] No. 2400.
[13] No. 2401.
[14] Nos. 2467, 2513.
[15] No. 2982.
[16] Nos. 2967, 2969, 2970, 2972.
[17] No. 2978.
[18] No. 2559.

Charles yacht, and interested himself in the casting of the lead designed for her ballast; and in November he was asking for a report of the results of a trial of her 'sailing, working, and other qualities.'[1] A year later, 'having some thoughts of building a new yacht,' he was examining models prepared by the Petts.[2] The year 1676 also witnessed the launching of the two galley-frigates, the Charles and the James, built for service in the Mediterranean. The development of the idea of thus imitating the French builders is described in the General Introduction,[3] but the letters calendared below supply a slight correction in Pepys's dates. According to his account of the matter it was 'in 1676'—*i.e.* after 25 March, 1676—that the matter was first broached; but a letter from Pepys to the navy board, dated 3 March, 1675–6,[4] shows that the necessary calculations for what was already a second galley-frigate were then being made. This was the Charles, launched on 12 September, 1676,[5] the king 'choosing rather that some little of her joinery and carving be left to be done on float, rather than either defer the day, or have it done the duke not present, who desires to be at it.' The galleys were being fitted and manned during the autumn,[6] and in January their trials in the River proved them to be both 'extraordinary sailers, even to the coming up to the Katherine yacht when sailing large, upon which great confidence is grounded that they will prove to answer the utmost use expected from their service against the Turks.'[7] The king is described as 'very solicitous' concerning the behaviour of the vessels in their voyage to Tangier,[8] but the only complaint which appears in the correspondence is that the rigging of the Charles was too small, so that in bad weather her commander was afraid of 'rolling her masts by the board.'[9] This was remedied by the despatch of hawsers to Tangier 'for the furnishing of the galley-frigates with the shrouds of the bigger size than those they now have and complain of.'[1] The two yachts built by Sir Anthony Deane for the King of France 'in imitation of his Majesty's,'[2] were inspected by the king on 2 July, 1675, on the occasion of his visit to Portsmouth; and they were despatched under convoy at the end of the month to be 'safely lodged' in the canal at Versailles.[4] Pepys wrote of one of them that 'taking in all qualities and its little draught of water,' it 'seems to outdo anything that ever yet swam.'[5]

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[1] No. 2630. [2] Nos. 3377, 3573. [3] i. 228, *supra.*
[4] No. 2799. [5] No. 3197. [6] Nos. 3310, 3426, 3559, 3560.
[7] No. 3658; see also Nos. 3620, 3660.
[8] No. 3705; see also No. 3704. [9] No. 3848.

The experiments made in this period towards sheathing ships with milled lead have been already described.[6] The correspondence calendared below records in a letter of 14 June, 1675,[7] Sir John Narbrough's observations on the 'extraordinary damage' arising from it to the ironwork of the Harwich. This 'excess of rust in the iron' was ascribed by Sir John Narbrough himself to the ship's 'being covered with lead and nailed with copper nails,' but according to Pepys the king did not 'incline to' this 'philosophy,' 'it not appearing to him how lead and nails should have any such effect upon the iron.' The same question was raised again in a letter of 3 April, 1676,[8] but the king again suspended judgment until he could 'make his own observations in it upon the ship's coming home, as being unapt to admit that that which never becomes rusty itself (such as these nails are said to be) can communicate rust to any other matter.' The trouble was probably due to the electrolytic action of sea-water. Nevertheless in January 1675–6[9] an estimate was asked for of the cost of sheathing the galley at Tangier with lead, and lead sheathing was not abandoned until 1682.[10]

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[1] No. 3871.
[2] See vol. ii. p. xxxiv, *supra.*
[3] No. 2401.
[4] No. 2420; see also Nos. 2446, 2456.
[5] No. 2401.
[6] See vol. ii. pp. xxxiv, 184 *n.*, 401, *supra.*
[7] No. 2350.
[8] No. 2832.
[9] No. 2741.
[10] See ii. 184 *n. supra.*

8. *Guns*[1]

The 'general establishment' of men and guns adopted in 1677 has been described in the General Introduction,[2] but references to the preparation of it occur in the correspondence below. It appears from a letter of 14 April, 1675,[3] that the secretary to the admiralty was already beginning to collect information upon this head; and on 29 May[4] the navy board reported to the lords of the admiralty 'about the establishment of men and guns,' there being, in Pepys's opinion, 'no one thing in the navy that requires a thorough settlement more' . . . 'in reference both to the disorders, increase of charge, and confounding of calculations that it occasions.'[5] On 8 July[6] he was completing a 'grand list and state of his Majesty's navy,' which he had been 'some time by his command' preparing for the king, and for this purpose applied to the master-general of the ordnance for information about the gunning of the ships. The final establishment seems, however, to have been delayed, and on 3 March, 1675–6,[7] he was still asking the navy board that 'the bringing the business of manning and gunning' the king's ships 'to an established method may be ripened as fast as may be, and this the rather for that there is not at this day one vessel, great or small, ordered forth, that the king is not importuned for increase of her men and guns; nor will it probably be otherwise till the numbers thereof are settled and confirmed by Order of Council, so as no room for reasonable objections may be left therein, nor power of alteration thereof but by Order of Council.' The 'establishment' was eventually adopted on 3 November, 1677.[8]

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[1] See vol. i. pp. 233–44, *supra*.
[2] i. 233, *supra*.
[3] No. 2227.
[4] No. 2306.
[5] No. 2288. The reference in this letter is to 'the manning of the ships,' but other allusions show that it was a general establishment of guns, and men to work them, which Pepys had in mind.
[6] No. 2422.
[7] No. 2799.
[8] i. 233, *supra*.

9. *Miscellaneous*

A question arose during the period concerning the precedence of commanders 'where they chance to fall in company (as it often happens) without any warrant from the lord admiral giving the command to some one of them,' the want of 'a clear determination' in this matter having 'begot very much ill-blood and some disorder to the king's service.'[1] There was some correspondence[2] with regard to 'the late establishment . . . by which the officers of the navy were directed to provide a red pennant of larger size than ordinary to be worn constantly by the ship that commands in chief in the Downs as a mark of distinction;'[3] about the proper person to set the watch and answer salutes in the Downs;[4] and with regard to the right form of salute in passing the Castle at Elsinore.[5] References also occur to the failures of merchant ships 'in the timely payment of the respect due to his Majesty' by striking to his flag,[6] 'contrary to the known practice of the sea, time out of mind';[7] to their 'wearing the king's jack, contrary to the discipline of the navy';[8] and to the importance of 'exacting all due obeisance to his Majesty's flag from foreigners.'[9] In this last connexion it may be observed that while on the one hand Admiral de Ruyter was punctilious in striking his flag to the king's colours on board a small boat which put off to him from Dover, 'and keeping it down all the time the boat was by his side,'[1] on the other hand a French caper offered not only 'personal injury' to the master of 'a vessel of Boston lately come from Norway,' but 'expressed great indignity towards his Majesty, commanding him to strike to the King of France's colours.'[2]

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[1] No. 2683; see also No. 2126.

[2] Nos. 2480, 2487, 2502, 2648, 2950, 2951, 3778.

[3] No. 2950. [4] Nos. 2644, 2648. [5] Nos. 2860, 2865.

[6] No. 2093; see also Nos. 2115, 2118, 2873, 2884. [7] No. 2679.

[8] No. 3410; see also Nos. 3417, 3469, 3496, 3531.

[9] No. 2325; see also Nos. 2897, 3079, 3813, 3815, 3843. In one case the commander of a French merchantman, 'for the contempt and affront he offered to his Majesty's flag (which was attended with circumstances of highest aggravation),' was fined 500*l.*, and 'condemned to lie in prison till he paid the same' (No. 3650; see also Nos. 3612, 3640, 3643). Cf. Teonge's *Diary*, p. 6.

A charge was made and enquired into of soldiers for Tangier being 'ill-used' on board the Assurance;[3] and complaints were brought to the king of 'the want of room and convenience to those to whom his Majesty grants the use of his yachts, by their taking strangers on board without order.'[4] In the case of a lady of quality who had missed the 'accommodation and content' which she expected on board the Phœnix, Pepys sagaciously observed that 'the perfection of courtship' is not 'to be looked for from a tarpauling' or 'the fulness of accommodation from so small a ship,' but he promised to let her commander understand 'that in this case both might have been bettered.'[5]

References to the protection enjoyed by persons in the service of the navy against arrest and imprisonment by their creditors occur throughout the volume;[6] and from these it appears that the leave of the lords of the admiralty had to be obtained before an arrest could take place,[7] but that under ordinary circumstances this leave was readily granted, 'their lordships not holding it fit that any man should be protected by his relation to the king's service in his denying rightful satisfaction to others his Majesty's subjects where the present condition of his service under the care of that officer will without obstruction permit the same.'[8] The same principle of action led the lords to refuse any support to the officers of Portsmouth Yard when they neglected or refused 'to do and pay what may rightfully be demanded from them by the parishes to which by their abode in his Majesty's yard they belong.'[1] Other allusions worthy of notice are to an execution of pirates on 18 January, 1674–5;[2] to the 'great violence to the right both of his Majesty and the lord high admiral offered by several people of the country in the spoiling and embezzling of the goods and furniture' saved from a foreign vessel driven on shore at Ferring, in Sussex;[3] to claims on the part of Harwich[4] and Bristol[5] to exemption from the admiralty jurisdiction; to the setting up of Sir John Clayton's lights at Lowestoft;[6] to restrictions on French fishermen holding licences from the Lord Warden of the Cinque Ports 'as to the seasons, places, numbers, size, or shape of their nets or other engines;[7] to the dispute between Lord Fitz-Walter and the Essex fishermen concerning the nature of his rights in Walfleet river;[8] and to the dangerous fire which broke out in April 1677 in Chatham Yard.[9] A reference should be noticed to the appointment of chaplains, from which it appears that in 1675 the 'election of his chaplain' lay with the commander of the ship.[10] A letter[11] relating to the reorganisation of the Mathematical School founded by the king in 1673 in connexion with Christ's Hospital also strays into the official correspondence.[12]

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[1] No. 2575.
[2] No. 2338.
[3] No. 3339.
[4] No. 3203; see also No. 3163.
[5] No. 3238.
[6] Nos. 2082, 2221, 2491, 2614, 2883, 2886, 2889, 3034, 3389, 3598, 3883. See also vol. ii. p. xxxvi, *supra*.
[7] No. 2491.
[8] No. 2614; see also Nos. 2883, 3389.

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[1] No. 3711; see also No. 3751. [2] No. 2067.
[3] No. 2103. [4] No. 2223. [5] No. 2745.
[6] Nos. 3000, 3019, 3051, 3080. [7] No. 3851.
[8] Nos. 3159, 3184, 3722. [9] Nos. 3848, 3852, 3853, 3872.
[10] No. 2463. Cf. Teonge's *Diary*, pp. 227–8. See also i. 206, *supra*.
[11] No. 3619.

[12] Letters Patent of 19 August, 1673, had established in Christ's Hospital a Foundation of forty poor boys 'who having attained to competent skill in the grammar and common arithmetic to the rule of three in other schools in the said Hospital, may be fit to be further educated in a Mathematical School, and there taught and instructed in the art of navigation and the whole science of arithmetic,' in order that they may be apprenticed to the sea service (Pepysian MSS. No. 2612, *A Collection of Matters relating to Christ's Hospital*, p. 121). Pepys had taken great interest in the project as clerk of the acts (*ib.* p. 120), and on 1 February, 1675, when secretary to the admiralty, he had been appointed a governor of Christ's Hospital (*ib.* p. 175).

Personal touches are to be found in Pepys's decorous references to what looks very like a quarrel between the king and queen;[1] in the king's desire that 'instead of that one pipe of the pale wine' which was to be procured for him, steps were to be taken to 'make it three';[2] in the despatch of a royal yacht to the Isle of Sheppey 'to get fowl for the king,'[3] and the 'bringing up some salt water to Whitehall, to be by his Majesty's order employed upon an experiment of extracting fresh water out of salt.'[4] A certain human interest attaches to the action of the Countess of Middleton, who having lost her husband, the late governor of Tangier, through his falling downstairs in a state of intoxication,[5] sent on board the Assurance at the Nore 'one or more chests containing a tomb' which she had 'caused to be made for her late lord, the same being to be transported to Tangier';[6] as also to the predicament of Mr. Muddiman, who having incautiously printed in his weekly paper of intelligence 'matters not only untrue' but provocative to the government of Algiers,[7] found himself called upon to answer for his 'vanity and presumption' before the king in council.[8] At one or two points in the correspondence Pepys the official reminds us of Pepys the diarist. On 6 July, 1675,[9] he congratulated his brother-in-law, Balthazar St. Michel, the muster-master at Deal, on having waylaid the king with an offering on his journey by sea to Portsmouth to the launch of the Royal James. 'You did very well in attending his Majesty and the duke, and making them the little present of the lamb and fish you mention, the king having need enough of it (I believe) before he got on shore at the Isle of Wight.' On 28 February, 1675–6,[10] he wrote to Sir John Bankes to give him notice of a meeting in connexion with the adventure of the North-East Passage, and added, 'You shall find me attending the king at his dinner, and a piece of ling at my house afterwards for yours.' The most characteristic sentence, however, is one in which Pepys draws a thumbnail sketch of a certain cantankerous Elder Brother of the Trinity House—Captain Crisp, 'who is since dead,' and 'had the misfortune while living to be too often found singular in his judgments different from the sense of the whole board.'[1]

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[1] Nos. 2927, 2928.
[2] No. 2928.
[3] No. 2987.
[4] No. 3005.
[5] ii. 346 *n. supra.*
[6] No. 3195.
[7] No. 3282.
[8] No. 3294.
[9] No. 2405.
[10] No. 2796.

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[1] No. 3051.

The Editor desires again most gratefully to acknowledge the kindness of the Master and Fellows of Magdalene College, Cambridge, and especially of the Pepysian Librarian, Mr. Stephen Gaselee, in giving him access to the Library. He also thanks Mr. Julian Corbett for some notes about guns, and Sir J. K. Laughton for good counsel and ready help.

CALENDAR

OF

S. P.'S LETTERS

VOL. IV

ADMIRALTY

FROM JANUARY 1, 1674–5, TO APRIL 10, 1676.

[Vellum folio, stamped as described in vol. i. p. x. *supra*, but without book-plates; marbled edges. Press mark No. 2851. Ledger index, 54 pp.; 12 blank pp.; 397 written pp. The letters in this volume are written from Derby House, unless otherwise stated.]

2056. [p. 1.] 2 *Jan. S. P. to Captain Gunman*, Anne yacht, at Greenwich.—To get ready for going into the Downs to put on board the Dragon some money for the garrison of Tangier [2057].

2057. [p. 1.] 2 *Jan. S. P. to Captain Fasby*, Cleveland [yacht].—To receive on board the bearer, Mr. John Wilkinson, and such chests of money as he shall bring with him [2056], and to put them on board Sir Roger Strickland, commander of the Dragon in the Downs, returning with the said John Wilkinson into the river of Thames.

2058. [p. 1.] 4 *Jan. S. P. to Sir Roger Strickland*,[1] Dragon, Downs.—The money departed hence yesterday morning by the Cleveland yacht [2057]. Desires his care of the enclosed packets—one from Mr. Creed,[2] secretary to the commissioners for Tangier, to himself, the other from Colonel Norwood to Sir Martin Wescombe[1] and other merchants at Cadiz; to which are added a couple more from the writer—one to Mr. St. John,[2] the other to Mr. Phineas Bowles,[3] at Tangier.

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[1] *D. N. B.* lv. 52.

[2] See ii. 388 *n. supra.*

2059. [p. 2.] 5 *Jan.* *S. P. to Captain Day*,[4] Bezan yacht.—To receive Mr. Benjamin Harvey, water-bailiff of the City of London, and his company, and carry them about into the river of Medway, returning with them according to such orders as he shall give him.

2060. [p. 2.] 5 *Jan.* *S. P. to Sir Leoline Jenkins.*[5]—Desires him to attend the king and lords at the Robes Chamber to-morrow morning at 9. 'It is on occasion of the next day's work, and in particular the determining touching the appearing or not appearing of a quorum of the lords thereat.'

2061. [p. 2.] 5 *Jan.* *S. P. to the Navy Board.*—Will not fail to offer to the lords what they propose touching the method of declaring for the current year's victualling, as also about the number of men to be borne on the Europa hulk at Tangier. Desires them to hasten the victualling of the advice-ship for Surinam [1910, 2031, 2083], and to direct the master to come to the writer in order to his procuring him his instructions [2065].

2062. [p. 3.] 14 *Jan.* *S. P. to Mr. Daniel Hoare*, Mayor of Hull.—Encloses a complaint by the French envoy against him for seizing a prize belonging to a privateer of Dunkirk at the request of the former Dutch owners, while the said privateer was forced to stay in port for a fair wind to carry him to France. The king is much offended at this, as an action contrary to that neutrality which he expects should be duly observed towards all his allies; it is therefore his pleasure that the prize be returned to the privateer without delay.

2063. [p. 3.] 15 *Jan.* *S. P. to Sir Thomas Allin.*[6]—Has received from Captain Pinn a journal for his late voyage in the Dartmouth [2017].

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[1] Consul at Cadiz [1553].

[2] Paymaster at Tangier [1678].

[3] Afterwards paymaster at Tangier [2587].

[4] Captain Richard Day: there were three others (i. 344, *supra*).

[5] Judge of the admiralty court [2649]. *D. N. B.* xxix. 302.

[6] Comptroller of the navy. *Ibid.* i. 332.

2064. [p. 4.] 16 *Jan. S. P. to Mr. Pett,*[1] muster-master, Gravesend.—Has obtained the king's leave for his coming up to town for 4 days if with the consent of the navy board.

2065. [p. 4.] 17 *Jan. S. P. to Captain Baker,* master of the Henry and Sarah.[2]—He is to take care that no letters or papers for Surinam be received by him or any of his company other than those from one of the secretaries of state, the writer, or the navy board, 'which I am to direct you to observe with all strictness, as well by making enquiries for any such letters among your men as otherwise, as you will answer the same to his Majesty at your utmost peril;' and if any such have been received, he is forthwith to transmit them either to the writer or to one of the principal secretaries of state [2061, 2070].

2066. [p. 5.] 17 *Jan.* Sent by express, 11 in the morning. *S. P. to the Mayor or chief magistrate of the town of Falmouth.*—By particular directions from the king and lords upon an occasion very much importing his Majesty's service, the writer desires to know by the next post whether two French frigates did not about 6 weeks since or later come into his port. They are said to be of about 40 guns apiece, one of them resembling an English frigate, as having galleries and a yellow stern, the other a French-built ship, with a blue stern. Desires their names and the names of their commanders, the time of their coming in and departure, and a description of the ships themselves.

2067. [p. 5.] 18 *Jan. S. P. to Sir John Robinson.*[3]—He is to order two or three files of musketeers with an officer to be at Execution Dock at Wapping at 10 this morning, 'there to continue for the preventing of any disturbance, and to be assisting to Mr. Joynes, the marshal of the admiralty, until the execution of the pirates be over.'

The margin refers to it as 'the execution of Cusack, &c.' [1226].

2068. [p. 6.] 21 *Jan. S. P. to the Chief Officer of the Custom-house at Yarmouth, in the Isle of Wight.*—Desires him to give the best account he can of the names and commanders' names of three French men-of-war said to come sometimes into Yarmouth Roads or thereabouts to water. 'They are described to be single-deck ships with their sterns all full of flower-de-luces, the biggest of them having 24 guns and 8 pedereros,[1] and another 16 guns and 6 pedereros, and the third 14 guns and 6 pedereros.'

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[1] See ii. 92 *n. supra.*

[2] MS. in error, 'John and Sarah.'

[3] MS. 'Robert,' but the reference is clearly to Sir John Robinson, lieutenant of the Tower [2320].

Underwritten: 'The like to the chief officer of the custom-house at Cowes in that place.'

2069. [p. 6.] 22 *Jan.*, 'at 11 of the clock.' *S. P. to Captain Baker*, master of the advice-boat [2065, 2071].—He is to lose no time in his making ready for departure.

2070. [p. 7.] 23 *Jan. S. P. to Mr. Secretary Williamson.*[2]—Has received from the advice-master [2069] these letters, which he desires him to peruse and return such as are fit, that he may send them to the Downs this post for the sake of the poor persons concerned [2065].

2071. [p. 7.] 25 *Jan. S. P. to Captain Baker*, master of the advice-boat bound for Surinam.—Returns the letters [2070]. Cautions him against carrying so many passengers as he is informed he purposes to do, 'it seeming very unreasonable that while his Majesty is at the charge of sending you and two other ships expressly for the removing of his subjects from Surinam [1910], you should at the same time, not only without order but contrary to the only purpose of your voyage, take upon you the liberty of carrying more thither, or (which is very little better) to the Barbados.'

2072. [p. 8.] 26 *Jan. S. P. to the Bailiffs of Yarmouth.*—The king and lords are sensible of the evils they complain of in their petition by foreigners obtaining sea-briefs,[3] but 'such are the arts by which this is done, either through the negligence or want of circumspection, or unfaithfulness in the magistrates of the several ports from whence these sea-briefs are had,' that it is to be feared that these frauds will still continue unless they can themselves suggest a remedy, the king having already expressed severity in several cases, both at Dover and elsewhere, where practices of this kind have been discovered.

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[1] The *Fr.* and *Engl.* 'perier'; *Ital.* 'petriero'; *Span.* 'pedrero'—originally a large-calibre, but later a small breech-loading swivel piece. In the 17th century it meant the one surviving type called in Italian text-books 'petriero à Braga' (see Mr. Julian Corbett's *Drake and the Tudor Navy* [2nd. edn. 1899], i. 367). Mr. Corbett has pointed out that it survived into the 18th century as the typical gun of piratical craft, and was usually called in the English service a 'swivel'

[2] *D. N. B.* lxii. 2.

[3] A technical term for the formal specification of the nature, quantity, and destination of a cargo; but as here used it means a passport. See Introduction, p. xviii. *supra.*

2073. [p. 8.] 26 *Jan. S. P. to Captain Booth,*[1] Pearl, in the Downs.—He will be supplied with 3 months' victuals from Dover. Will endeavour to answer his desires for having his ship continued abroad.

2074. [p. 9.] 26 *Jan. S. P. to the Navy Board.*—Has delivered their account about the exchequer orders to Mr. Chancellor of the Exchequer,[2] who is very well satisfied therewith, but desires to know what advance has been made at the board in passing the accounts of Lord Anglesey's time,[3] in addition to this of Mr. Speaker's[4] and Sir Thomas Littleton's.[5] His Royal Highness hath understood some stop to have been made by them of the payment of Captain Levi Greene's[6] wages, and desires them to be informed that since the court-martial on him appointed 'came to no issue . . . and therefore passed no sentence upon him, either to the declaring any forfeiture of his wages, or any other punishment,' they are at full liberty to pay him.

2075. [p. 10.] 26 *Jan. S. P. to Colonel Robinson.*[7]—Since the lords have written to the attorney-general to stop the proceedings in the exchequer in the business he mentioned [2055], his attorney should see how far this is complied with. To hasten up the particulars demanded from him by the lords.

2076. [p. 10.] 29 *Jan. S. P. to Mr. Denn,* chief officer aboard the Deal yacht, Downs.—If the wind does not serve for Portsmouth, he is to take Mr. St. Michel, muster-master at Deal, with his son and company, over to Calais and bring him back when his business is finished.

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[1] See ii. 218 *n. supra.*

[2] Sir John Duncombe (*Cal. S. P. Dom.* 1673–5, index).

[3] The Earl of Anglesey had been treasurer of the navy from June 1667 to Nov. 1668 (i. 12, *supra*).

[4] See ii. 49 *n. supra.*

[5] Sir Thomas Littleton was one of the ex-victualling contractors (see *supra*, ii. 103 *n.* and 138).

[6] Captain Levi Greene, appointed commander of the Greenwich in 1672, is entered in Pepys's *Register of Sea Officers* as 'discharged by a court-martial' (i. 356 *supra*).

[7] Vice-admiral of North Wales [2055].

2077. [p. 11.] 30 *Jan. S. P. to Captain Carverth.*[1]—The court-martial to be held by Captain Gunman[2] for examining his business [1760] will be on Monday morning next (being Feb. 1) at 8 on board the Greyhound at Deptford.

2078. [p. 11.] 1 *Feb. S. P. to the Navy Board.*—At Captain Belbin's desire, gives an extract of a letter from Mr. Ball, who acts as deputy-consul at Livorne, in answer to some enquiries of the writer's touching the behaviour of the king's captains in the point of taking in merchants' goods, stating that he had refused to take in any goods there on board the Sweepstakes [1938].

2079. [p. 11.] 2 *Feb. S. P. to Sir Thomas Allin.*[3]—Captain Belbin has delivered in his journal for his late voyage in the Sweepstakes.

2080. [p. 12.] 3 *Feb. S. P. to Captain Lovell*, Katherine yacht.—To fetch the Marquis de Ruvigny the younger from Dieppe [2094].

2081. [p. 12.] 3 Feb. *S. P. to Charles Bertie, Esq.*[4]—Upon particular knowledge of the bearer's husband, Mr. Edward Taylor, his neighbour for several years together in London, the writer joins with Sir Thomas Allin,[3] Sir John Robinson,[5] and 'several other persons of very good quality and esteem in the city' in a certificate recommending him to the lord treasurer for a land-waiter's place,[6] he being 'a very careful and substantial housekeeper and trader as a poulterer, until his losses by the late fire rendered him less able to support himself therein.' Desires him to represent the same to his lordship.

2082. [p. 13.] 3 *Feb. S. P. to Mr. Cox*, purser of the Falcon.—Has communicated to the lords his answer to the petition of Mr. Pollexfen, and he thereupon declaring himself willing to accept of the 20*l.* offered and to stay 6 months for the payment of the remainder of the debt on security of his bond, the lords desire his answer to this proposal, 'as being that without which my lords will think it fit to leave you to the giving him satisfaction at law.'

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[1] Commander of the Woolwich sloop (i. 333, *supra*).

[2] Commander of the Anne yacht [2183].

[3] Comptroller of the navy. *D. N. B.* i. 332.

[4] Secretary to the lord treasurer (*Cal. S. P. Dom.*, 1673, index).

[5] Lieutenant of the Tower (*ibid.*)

[6] 'A land-waiter' was an officer of the custom-house who inspected imported goods (Smyth, *Sailor's Word-Book*).

2083. [p. 13.] 6 *Feb.* *S. P. to the Navy Board.*—Desires them to give orders to the masters of the two hired ships going to Surinam [2071] to sail immediately to the Downs, whither the Hunter is ordered [2084].

2084. [p. 13.] 6 *Feb.* *S. P. to Captain Dickenson,*[1] Hunter, Hope.—To sail to the Downs.

2085. [p. 15.[2]] 8 *Feb.* *State of the Victualling Action* for the year commencing January 1674[-5] and ending December 31st, 1675, upon the present year's declaration of 3,551 men to be employed at the seas the said time.

		£	s.	d.
Charge of the				
Sea victuals according to the said declaration		31,037	3	4
Harbour victuals at £467 per month according to contract		5,604	0	0
		36,641	3	4
To be paid by the Officers of the Navy for				
The arrear payable by them out of the last year's £200,000—				
For sea service	£1,166 19 10			
On the harbour	2,940 12 0			
		4,107	11	10
The proportion due out of the present year's £200,000—				
For sea service	£19,308 10 0			
On the harbour	5,604 0 0			
		24,912	10	0
		29,020	1	10
By my lord treasurer for supplying the remainder		7,621	1	6
		36,641	3	4

2086. [p. 14.] 11 *Feb.* *S. P. to Colonel Piper,*[3] Plymouth.—Desires him to send the enclosed [2087] to Captain Harman[4] so soon as the Bristol shall arrive at Plymouth.

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[1] See ii. 367 *n. supra.*

[2] Out of order in the MS.

[3] Deputy-governor of Plymouth [2667].

[4] Captain William Harman. See ii. 88 *n. supra.*

2087. [p. 14.] 11 *Feb.*, 'sent to Plymouth.' *S. P. to Captain Harman*, Bristol [2086].—Encloses orders for his coming into the river of Thames. The king and lords received full satisfaction from his of 24 November in what related to his returning into the Straits by Sir John Narbrough's[1] orders, and the money of the merchants which he was thereby driven to take along with him, but the king does not by any means think fit to admit of his going over to St. Malo with it 'as being what (it is true) may prove of some present little inconvenience to some few particular merchants concerned therein, but what in the consequence (should the practice be encouraged) would prove (as it hath hitherto sometimes done) of too much charge as well as disappointment and dishonour to his Majesty's service in the continuance, and since therefore his Majesty doth judge the same unfit to be allowed, he holds it more reasonable to put the stop to it now than by his present silence in it give grounds to another to repeat the same error.'

2088. [p. 15.] 13 *Feb. S. P. to Sir J. Knight*,[2] at Bristol.—The lords will not determine anything in Sir Thomas Bridges'[3] behalf to the prejudice of the city of Bristol without giving them an opportunity of being heard.

2089. [p. 16.] 17 *Feb. S. P. to Captain Royden.*[4]—Thanks for his of yesterday's date.

2090. [p. 16.] 17 *Feb. S. P. to Captain Dickenson.*[5]—Has received his of yesterday's date giving notice of his arrival in the Downs, where the hired ships will join him [2083], and the commissioners he is to carry to Surinam [1982].

2091. [p. 16.] 17 *Feb. S. P. to the Navy Board.*—They are not to deliver to Mr. Jones any more of the ships' books [2362, 2574] without special orders from the lords.

2092. [p. 16.] 17 *Feb. S. P. to Sir Robert Southwell.*[6]—Refers him to the writer's memorial some days since delivered to Mr. Secretary Williamson[7] touching the provisions to be issued to the king's subjects in their transportation from Surinam [1910].

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[1] *D. N. B.* xl. 89.

[2] Sir John Knight was a notable merchant of Bristol. See *D. N. B.* xxxi. 255.

[3] Vice-admiral of Somerset [712].

[4] Commander of the Guernsey [2096].

[5] See ii. 367 *n. supra.*

[6] See ii. 63 *n. supra.*

[7] *D. N. B.* lxii. 2.

2093. [p. 17.] 18 *Feb.* *S. P. to Captain Collins*, commander of the Recovery merchantman, at New Crane.—To attend the lords on Saturday morning to answer for his late failure 'in the timely payment of the respect due to his Majesty' in his passing by his yacht the Richmond in the river of Thames.

2094. [p. 17.] 18 *Feb.* *S. P. to Captain Lovell*, Katherine [yacht], at Dieppe.—Monsieur Ruvigny's son[1] being already come over in the Cleveland from Calais, he is to return to Greenwich [2080].

2095. [p. 17.] 18 *Feb.* *S. P. to Mr. Stock*, at Dover.—The Guernsey being now in the Downs, the lords have required an account from her commander touching his complaint of him in relation to his ships bound to St. Valery [2096, 2097].

2096. [p. 18.] 18 *Feb.* *S. P. to Captain Royden*, Guernsey, Downs.—Since his late parting from the Downs with the ships bound to St. Valery, complaint has been made from Dover of his neglect of several ships lying there in expectation of convoy for the same port. The lords desire an explanation [2095, 2097, 2105], 'their whole care and your whole business being to render most advantageous to the merchants the charge his Majesty is at in maintaining your own and the rest of the ships which are put under your direction for that very use.'

2097. [p. 18.] 18 *Feb.* *S. P. to Mr. Wivell*, Dover.—Doubts not that the information he gave him will be found true and Captain Royden acquitted, though 'such is the care due to the merchants and trade in general' that Mr. Stock's complaint must be inquired into [2095, 2096]. Thanks him for his advice of De Ruyter's passing by.

2098. [p. 19.] 18 *Feb.* *S. P. to the Navy Board.*—Captain Rooth grounds his pretence to the allowance of half-pay granted to the commanders of first and second rates[2] upon a bill passed by the board 1 Nov. 1673, for 31*l.* 16*s.* on account of half-pay allowed him as captain of the Victory. Does not find in the books of the admiralty any but a first lieutenant's commission to him for that ship,[3] yet as either by mistake, or haste, or by some commission given him at sea, he may have had the said command notwithstanding, the writer desires to know how this was made to appear to them at their granting of the said bill.

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[1] Afterwards Earl of Galway. See *D. N. B.* xxxvii. 17.

[2] See i. 146, *supra.*

[3] As in Pepys's *Register of Sea-Officers*, i. 400, *supra.*

2099. [p. 19.] 18 *Feb. Certificate by S. Pepys* of the receipt of Captain Russell's [1] journal for the late voyage of the Swallow to the Straits.

2100. [p. 20.] 19 *Feb. S. P. to the Mayor or other chief magistrate of the town of Rye.*—Encloses the king's orders concerning the French man-of-war that lately miscarried by fire near Rye.

2101. [p. 20.] 19 *Feb. S. P. to Commissioner Beach,*[2] Chatham.—His Majesty having thought fit to gratify Sir Cornelius Tromp [3] in his desires of visiting his ships at Chatham, orders are enclosed on that behalf.

2102. [p. 20.] 23 *Feb. S. P. to Mr. Hayter.*[4]—Desires to know when Lord Brouncker [5] will be waited on.

2103. [p. 21.] 23 *Feb. S. P. to the Commissioners for the Admiral's Rights.*[6]—The lords being informed that the Hope, of Rochelle, 'which some time since having been taken by the Dutch, was driven on shore at Ferring [7] in Sussex, and being there by them deserted hath been condemned as *bona inimicorum* to his Majesty, but with great violence to the right both of his Majesty and the lord high admiral offered by several people of the country in the spoiling and embezzling of the goods and furniture saved in the said vessel,' one William Westbrook, Esquire, being represented as he under whom (as lord of the manor adjacent) the greater number of the persons concerned therein were employed—it is desired by the lords that at their being here to-morrow morning upon occasion of the business of Mr. Idle [1490], they will also come prepared to give them some account of this.

2104. [p. 21.] 23 *Feb. S. P. to Mr. Pargiter,* goldsmith, Charing Cross.—If he is dissatisfied with what was yesterday discoursed between himself and Mr. Brooking, he is to know that the writer is altogether indifferent in the matter

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[1] Afterwards admiral, and Earl of Orford (*D. N. B.* xlix. 429).

[2] Resident commissioner of the navy at Chatham. [3] MS. 'Trump.

[4] Thomas Hayter and John Pepys were joint clerks of the acts. See *D. N. B.* xliv. 363.

[5] Comptroller of the treasurer's accounts. *Ibia.* vi. 469.

[6] See i. 38, note 5, *supra.*

[7] On the coast 3½ miles west of Worthing.

2105. [p. 22.] 24 *Feb. S. P. to Mr. Stock*, Dover.—Captain Royden alleges in his defence 'that he lay before the port above 24 hours in expectation of the merchants' vessels setting sail, notwithstanding the wind was fair, but that finding them very negligent in making their appearance, he went himself on shore and gave them notice that he would sail, and that moreover he gave them the sign to weigh anchor, according to his instructions;' therefore the neglect was only in the masters of the said vessels, who were drunken on shore when he set sail with about 20 vessels under his convoy [2096].

2106. [p. 22.] 24 *Feb. Certificate by S. Pepys* of the receipt of Captain Wylde's[1] journal for the Centurion in her late voyage to Turkey and back.

2107. [p. 23.] 25 *Feb. S. P. to Commissioner Deane*,[2] Portsmouth.—Encloses orders to Captain Baker,[3] commander of the Merlin yacht, and desires his care for filling the blank therein for the name of the vessel and her master which is to transport some horses from Southampton to France for the use of the French king. He is to give order for the Wivenhoe fireship to accompany the yacht and follow Captain Baker's orders, if she is in fit condition. The horses will be in readiness to be embarked the beginning of the next week at Southampton.

2108. [p. 23.] 27 *Feb. S. P. to Sir Robert Southwell*.[4]—The navy board all agree in opposing the proposition of the Surinam ships [1910] stopping at Cape Verd Islands[5] for salt, as it will expose the king to ten times greater charge by loss of time and the expenses attending it than any conveniences can compensate.

2109. [p. 24.] 27 *Feb. S. P. to Captain Dickenson*,[6] Hunter, Downs.—Two months' victuals are ordered him from Dover. He is to keep his ship and the two hired vessels in readiness for sailing [2083].

2110. [p. 24.] 27 *Feb. S. P. to Captain Royden*, Guernsey, Downs.—Has received his letters of the 20th and 25th, and doubts not that the lords will give him such an answer as will be of satisfaction to him [2105].

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[1] See ii. 355 *n. supra*.

[2] Resident commissioner of the navy at Portsmouth. *D.N.B.* xiv. 251.

[3] See note to No. 2177.

[4] See ii. 63 *n. supra*.

[5] MS. 'Cape-de-Verd.'

[6] See ii. 367 *n. supra*.

2111. [p. 25.] 1 *Mar. S. P. to Captain Kempthorne,*[1] Monmouth yacht, Calais.—Upon his meeting with the Richmond yacht [2112] before his departure, he is to receive from her Lord Wrangel[2] and one Mr. Welling, and take them with him to Hamburg.

2112. [p. 25.] 1 *Mar. S. P. to Captain Tyte,*[3] Richmond yacht.—Encloses an order for his going over to Calais and thence to Hamburg with Lord Königsmark [2138],[4] and another for his carrying over from Dover Lord Wrangel[2] and Mr. Welling [2111], the latter coming on board here in the River this evening.

2113. [p. 25.] 1 *Mar. S. P. to Captain Royden,* Guernsey, in the Downs.—To sail to Portsmouth to fit for transporting Lord Inchiquin[5] to Tangier.

2114. [p. 26.] 1 *Mar. S. P. to the Navy Board.*—Desires their care in despatching orders to Portsmouth for the Guernsey being fitted and her victuals completed to 4 months to carry Lord Inchiquin to his designed government at Tangier [2113].

2115. [p. 26.] 1 *Mar. S. P. to Captain Tinker.*[6]—Has received from the captain of the Richmond yacht 'an account of some very ill behaviour towards his Majesty's flag borne thereon by a merchant vessel, the James, of London, Peter Blake commander, and that towards the bringing the same to an inquiry and punishment before the lords of the admiralty he had fetched the boat of the said vessel on shore, and haled her up into the king's yard at Deptford.' Desires to hear from him concerning the said boat, as also what proof is left by Captain Tyte of the truth of this report, and that he will direct to the lords at their meeting on Wednesday morning any person who shall come to solicit him about her [2118].

2116. [p. 27.] 2 *Mar. S. P. to Captain Percival,*[7] at

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[1] See ii. 113 *n. supra.*

[2] On the Swedish field-marshal of the name, see Michaud, *Biographie Universelle*, xlv. 85. He died in 1676.

[3] See ii. 375 *n. supra.*

[4] On this Swedish family, see Hoefer, *Nouvelle Biographie Générale*, xviii. 17.

[5] Lord O'Brien had been appointed Governor of Tangier early in 1674, and had succeeded to the earldom of Inchiquin at his father's death on 9 Sept. 1674 (*D. N. B.* xli. 330).

[6] Master attendant at Deptford [2988].

[7] Deputy-governor of Deal Castle (*Cal. S. P. Dom.* 1675–6, p. 86).

Deal Castle.—The king approves his seizing the vessel and persons he mentions [2128].

2117. [p. 27.] 4 *Mar. S. P. to the Navy Board.*—At the request of Captain Killigrew (who is designed for the command of the Swan,[1] which goes with the Swallow to Newfoundland) the writer recommends the bearer, Mr. Benjamin Holmes, to go along with him as master, having before served well under him as master in the Monck. It is unusual with the writer to become a recommender of a master, but it is for the king's service.

2118. [p. 28.] 4 *Mar. S. P. to Captain Tinker,*[2] Deptford.—As Captain Tyte is not present [2112] to justify his complaint against Mr. Blake for refusing to strike his flag to the king's colours [2115], the lords are not willing to detain the boat, whereby the despatch of the ship may be probably hindered. He is therefore to restore it upon Blake's promising under his hand that he will, either by himself or some other, attend the lords to give satisfaction when they shall require it.

2119. [p. 28.] 4 *Mar. S. P. to Commissioner Beach,*[3] Chatham.—Will answer his desires for Mr. Rice Freeman as far as he can.

2120. [p. 28.] 4 *Mar. S. P. to Captain Dickenson,*[4] Hunter, Downs.—The lords, finding the practice to be new of allowing contingent money to a single ship, and judging it not necessary, will not allow it to him.

2121. [p. 29.] 4 *Mar. S. P. to Captain Harman,*[5] Bristol, in the Downs.—Has received (by Mr. Wells) his of yesterday intimating his safe arrival in the Downs, which is the more welcome since it was feared he had gone to St. Malo, which the king had forbidden by orders lodged some time since in the hands of the Governor of Plymouth [2086] directing his coming into the River.

2122. [p. 29.] 5 *Mar. S. P. to Mr. Fownes,* clerk [of the] check, Deptford.—The bearer, James Ellis, is recommended by Mr. Evelyn, and is otherwise represented a very diligent and able workman, as well as one heretofore employed in the king's service, and an inhabitant with a family in Deptford. He tells the writer that (upon occasion of the ships now ordered to be fitted forth) some joiners are designed to be entered in the king's yard on Monday next. Desires that he may be entered, unless those of the navy board who direct the entries have anything to object to his qualifications.

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[1] See Note to No. 2159.

[2] Master attendant at Deptford [2988].

[3] Resident commissioner of the navy at Chatham.

[4] See ii. 367 *n. supra.*

[5] Captain William Harman. See ii. 88 *n. supra.*

2123. [p. 30.] 5 *Mar. Certificate by S. P.* of the receipt of Captain Preistman's [1] journal in the Richmond in her late voyage to the Straits.

2124. [p. 30.] 6 *Mar. S. P. to Colonel Piper.*[2]—Wonders at Captain's Harman's failing to send for his orders [2121], if it be true that he was told of them.

2125. [p. 30.] 10 *Mar. S. P. to Captain Smith.*[3]—Desires to know what condition his yacht is in for making a voyage to Flanders with a person of quality.

2126. [p. 30.] 10 *Mar.*, 'two at noon, sent by express.' *S. P. to Captain Booth*,[4] Pearl, in the Downs.—He is to put himself into a condition of proceeding upon an especial service to Gottenburg the beginning of next week, and to that end if he cannot complete to 3 months' victuals at Dover, he is to come up to the Nore. The king is gone to Newmarket this morning, 'who, had he been here, would (I fear) have been very little satisfied with your desire of having no body put over your head (upon the removal of Captain Royden), nothing rendering a man (I am sure) in his Majesty's opinion more fit to command than the being found willing to be commanded.'

2127. [p. 31.] 10 *Mar. S. P. to Captain Clements*, Greyhound.—As the Pearl, on her returning into the Downs, is designed upon an especial service [2126], he is to continue in the Downs until further order.

2128. [p. 31.] 10 *Mar. S. P. to Lieutenant Percival.*[5]—Returns enclosed the papers he sent him belonging to the vessel he lately stopped in the Downs [2116].

2129. [p. 32.] 11 *Mar. S. P. to Captain Taylor*,[6] at Harwich.—Thanks for his of the 6th.

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[1] See ii. 49 *n. supra.*

[2] Deputy-governor of Plymouth [2667].

[3] Captain Anthony Smith, commander of the Navy yacht [2039]. There were seven others (i. 406–7, *supra*).

[4] See ii. 218 *n. supra.*

[5] See note to No. 2116.

[6] Storekeeper at Harwich. See ii. 44 *n. supra.*

2130. [p. 32.] 11 *Mar.* *S. P. to Sir Martin Wescombe.*[1]—Thanks for his trouble in the conveyance of letters.

2131. [p. 32.] 11 *Mar.* *S. P. to Captain Royden*, Guernsey, Portsmouth.—Orders have some days since been lodged with the board [2114] for his being fitted, victualled, and his complement increased to the establishment appointed for his ship in time of peace on foreign service [2222].

2132. [p. 33.] 13 *Mar.* *S. P. to Commissioner Deane.*[2]—Confirms what was done the other day by Mr. Gibson's[3] hand (the writer being at that time very full of business) about the draught of an article to be inserted in the instructions of the king's captains, 'for the keeping and preserving a better and more certain and constant account of the condition, virtues, defects, and trim of his Majesty's ships than seems at this day to be found anywhere, through the change and supineness of commanders in that particular.' As the finishing and reprinting of these instructions waits for the writer's coming to some determination in that particular, he prays his advice at his first leisure.

2133. [p. 33.] 13 *Mar.* *S. P. to Captain Booth*,[4] Pearl, Downs.—Has received his of the 11th from Dover, and is glad his ship will be so soon ready. Having been spoken to by a gentleman at court, Mr. Brouncker,[5] in behalf of Mr. George Sanders, said to be now on board him, for a warrant for his being there borne as a reformado,[6] which the king doth not grant without some good regard had to the qualifications of the persons that request it, the writer desires to know 'his age and education, experience, or addiction to the study and work of a seaman.'

2134. [p. 34.] Whitehall, 13 *Mar.* 'sent to Newmarket.' *S. P. to the Duke of York.*—Believing that the letters this day arrived from Sir John Narbrough[7] will make it necessary for the writer speedily to attend his Majesty, he troubles his Royal Highness with the perusal only of the enclosed papers.

2135. [p. 34.] 13 *Mar.* *S. P. to Colonel Piper.*[8]—

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[1] Consul at Cadiz [1553].

[2] See ii. 6 *n. supra.*

[3] See ii. 62, *supra.*

[4] See ii. 218 *n. supra.*

[5] Probably Henry Brouncker, formerly cofferer to the king, and gentleman of the bedchamber to the Duke of York (see *D. N. B.* vi. 470).

[6] See i. 190 *n. supra.*

[7] *D. N. B.* xl. 89.

[8] Deputy-governor of Plymouth [2667].

When the commander of the Bristol comes to town, the writer will satisfy himself about his not calling for his orders [2124].

2136. [p. 34.] 13 *Mar. S. P. to Captain Clements,*[1] Downs.—Has received his of the 11th, and, as he desires, has written to the officers of the navy to make good his late loss of his fore-topmast.

2137. [p. 34.] 15 *Mar. S. P. to Captain Fasby.*[2]—It is the king's pleasure, signified by Mr. Secretary Coventry[3] from Newmarket, that he transport the directors of the Dutch East India Company, that came over hither about the treaty of commerce, unto such port in Holland or Zeeland as they shall desire, and this done to return to Greenwich.

2138. [p. 35.] 15 *Mar. S. P. to Captain Tyte.*[4]—Has received his of the 12th from Dover. He is to proceed on his voyage to the Elbe or Weser with the Lord Königsmark and his people [2112].

Postscript.—Understands since writing the above that Lord Königsmark wishes to embark at Harwich, and therefore he is to sail thither [2166].

2139. [p. 35.] 15 *Mar. S. P. to Captain Booth.*[5]—To sail to Harwich to meet his convoy.

Postscript.—Since writing the above, has received his of the 14th, and has written to the officers of the navy to send down a pilot there to meet him [2140, 2151].

2140. [p. 35.] 15 *Mar. S. P. to the Navy Board.*—The Pearl being ordered to Gottenburg, and her master being unacquainted with that place, they are to send a pilot to meet her at Harwich [2139, 2157].

2141. [p. 36.] 18 *Mar. S. P. to Sir Roger Strickland,*[6] Livorne.—Has received his of 6 Feb. from Cadiz, 'wherein as to what concerns the fish-ships going away without convoy (about which the Exchange here hath been very clamorous),' and his 'stay at Cadiz and proceeding thence into the Straits after the fish-ships were gone,' he will doubtless satisfy the king on his return. The king approves his sending the Rose to ply off Sallee, though she prove no good sailer. Encloses orders for his finding out Sir John Narbrough.[1]

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[1] Commander of the Greyhound [2127].

[2] Commander of the Cleveland yacht [2007].

[3] *D. N. B.* xii. 357.

[4] See ii. 375 *n. supra.*

[5] Commander of the Pearl [2133]. See ii. 118 *n. supra.*

[6] Commander of the Dragon [2058]. *D. N. B.* lv. 52.

2142. [p. 36.] 18 *Mar. S. P. to Captain Stout,*[2] Success, at Livorne.—Has received his of 25 Jan. from Alicante. Encloses orders for his finding out Sir John Narborough.[1]

2143. [p. 36.] 18 *Mar. S. P. to Captain Wetwang,*[3] Newcastle, Livorne.—Has received his of 10 and 17 Jan. from Cadiz; as to his going to Genoa, 'the king hath of late been made so sensible of what he suffers by his ships attending other business than his own abroad, that he thinks it time for him to take notice of it, as he hath already done upon some,' but the writer doubts not that he will take such care as to give no occasion to his Majesty's displeasure. Encloses orders for his finding out Sir John Narbrough,[1] 'the business of Tripoli being likely to call for all the force that his Majesty's ships now in the Mediterranean can make for bringing them to terms of reason and decency towards his Majesty.'

Underwritten: Exact copies of these 3 letters [2141, 2142, 2143] were sent to Cadiz [2147], with copies of the original orders to Livorne, and the like to Cadiz and Livorne on the 22nd by Monday's post.

2144. [p. 38.] 18 *Mar. S. P. to Sir John Narbrough,*[1] at Livorne, 'sent to Sir Thomas Clutterbuck' [2145].—Is sorry the writer's of 23 and 30 Nov. did not reach him, containing instructions in reference to his proceedings with the people of Tripoli [1967]. Encloses fresh orders from which he will find his Majesty persisting in his resolution of insisting upon restitution for what they have taken from on board any ships of his subjects, or upon their refusal, to come to an open breach with them, which to enable him the better to execute, orders are sent to all the king's ships anywhere to be found in the Straits for their repairing to him forthwith. 'I must confess I have very little hopes of your obtaining restitution from those people, be your force what it will, and so could with all my heart wish that the occasion had never happened of our breach with them, but on the other hand, that which leads the king and my lords to this resolution of insisting upon it hath so much force in it, namely, that the not doing it would render all future treaties of peace unsafe, and that not only with these people, but by their example those of Argeir and Tunis would be encouraged to the like presumptions of seizing on the ships and goods of his Majesty's subjects, in confidence of having it in their power to come to new treaties with us without fear of restoring anything.'

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[1] *D. N. B.* xl. 89.

[2] See note to No. 2374.

[3] *D. N. B.* lx. 388.

The king and lords 'are very well satisfied with what you have thus far done in relation to Argeir and Tunis. It had been a very good thing could you have obtained a formal ratification of the former peace at Argeir; but you give a satisfactory account of your not insisting upon it. I pray God they may prove as good as their words in their denying the liberty of their port to those of Sallee, forasmuch as their not doing it may prove greatly to our inconvenience.'

The king does not incline to take upon himself the charge of the redemption of captives brought in by the ships of Sallee and Tetuan, 'what he hath done being more than was ever done by the crown before,[1] and more than (for the example sake) his Majesty would now possibly have done but for the obligation he lay under of doing it by the express terms of the last treaty.'

The Quaker ketch is arrived here about 6 days since in company with the Bristol. Mr. Brisbane[2] is kept by illness at Paris. Captain Anguish[3] is arrived also, having delivered up his ketch to Captain Waltham [1916], and came overland from Marseilles with Mr. Brisbane.

If he finds upon visiting Tripoli that matters will come to a rupture, the writer desires his advice as to any greater force, and the disposing of it when there.

Underwritten: 'A duplicate sent 22 March, 1674-5.'

2145. [p. 39.] 18 *Mar.* *S. P. to Sir T. Clutterbuck.*[4] —Encloses letters for Sir John Narbrough [2144] and others [2141, 2142, 2143]. Cannot foresee anything less than a rupture with the people of Tripoli, and has therefore sent the orders to the commanders enclosed. Doubts he may be called upon for more victuals and by earlier demands than was expected, and in particular Sir J. N. demands a present supply for the Henrietta.

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[1] Some 450 captives had been redeemed from Algiers (*Cal. S. P. Dom.* 1674-5, p. 12).

[2] Mr. John Brisbane, judge-advocate (*Cal. S. P. Dom.* 1673-5, index).

[3] See ii. 390, note 3, *supra.*

[4] Victualler for the Mediterranean. See ii. 236 *n. supra.*

2146. [p. 39.] 18 *Mar. S. P. to Captain Hamilton*, of the Mary Rose, at Tangier.—Encloses orders for his joining a second time with Sir John Narbrough [2144]. Hopes his wants are not such as will disable him without supply to proceed upon this service.

Underwritten: 'A duplicate hereof sent again to Tangier, 22 March, 1674-5.'

2147. [p. 40.] *S. P. to Sir M. Wescombe*,[1] at Cadiz.—Encloses letters for several of the king's commanders [2143].

2148. [p. 40.] 18 *Mar. S. P. to Captain Voteer.*[2]—Being informed of the present ill condition of his wife to the despair of her life, the writer takes upon him in the absence of the king and lords to give him leave to come to town for a few days.

2149. [p. 40.] 20 *Mar. S. P. to Mr. Stockdale*,[3] Dover.—Thanks him for his of the 17th, with a copy of the petition of so many of his neighbours, masters of vessels, to the Mayor and Jurates of Dover, 'wherein, as the matter of its complaint seems most just . . . his Majesty, with the advice of my lords of the admiralty will, I hope, in a very little time ripen some considerations they have now before them on the same subject, so as I hope these poor wretches will have their share of the public benefit which I hope will arise therefrom to the general English navigation.'

2150. [p. 40.] 20 *Mar. S. P. to Captain Clements*, Greyhound, Downs.—To get ready for a voyage to St. Malo.

2151. [p. 41.] 20 *Mar. S. P. to Captain Booth*,[4] Pearl, Downs.—He is to hasten getting his provisions on board. A pilot will meet him at Harwich, where he will receive his orders [2139, 2140].

2152. [p. 41.] 20 *Mar. S. P. to Captain Royden*, Guernsey, Portsmouth.—To lose no time in getting ready for sailing [2114].

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[1] Consul at Cadiz [1553].

[2] See ii. 361 *n. supra.*

[3] Mr. Robert Stockdale was collector of customs at Dover [2749].

[4] See ii. 218 *n. supra.*

2153. [p. 41.] 20 *Mar.* *S. P. to the Navy Board.*—Thanks them for theirs of the 17th, intimating their opinion touching the vessel fittest to be employed for Tangier and Guernsey. Finds from the charter-party of the 3 ships hired for Surinam that one George Broad goes as master of the Hercules, whereas Simon Orton appears in the papers to the Dutch governor there; it will therefore be necessary for the said Broad to take the name of Orton for this voyage [2154, 2170], 'lest any misunderstanding should arise, or any pretence be taken by the Dutch governor for any misunderstanding from the difference of the names.' Desires them to consider this against the writer waits on them with Mr. Cranfeild, who is going as the principal commissioner to Surinam [1910]. Will acquaint the king and lords with what they write from Mr. Betts[1] touching the state of the mole at Tangier. They approve the number of men propounded by the board in their letter of 2 Jan. for the Europa [1962].

2154. [p. 42.] 20 *Mar.* *S. P. to Sir Robert Southwell.*[2]—Is come back, but a little out of sorts, so as he has kept within-doors ever since, or had visited him and his domesday book. Broad must go as Orton [2153, 2170], as another is obliged to do in behalf of Baker, master of the Henry and Sarah, whose illness at his departure left little hopes with his merchants of his surviving half the voyage.

2155. [p. 43.] 23 *Mar.* *S. P. to Captain Royden.*[3]—Has written for a supply of gunner's stores [2156], but he must not expect an increase in his number of guns.

Postscript.—Hears nothing of the gunner of the Portsmouth being dismissed, but if so it will not be of prejudice to his present gunner.

2156. [p. 43.] 23 *Mar.* *S. P. to Sir Thomas Chicheley.*[4]—The Guernsey being appointed to carry Lord Inchiquin[5] to Tangier, wherein all haste is required, the officer for the ordnance at Portsmouth makes some difficulty of supplying her with gunner's stores [2155]. Desires his orders. As the Guernsey is to proceed from

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[1] Master attendant at Tangier [1613].

[2] See ii. 63 *n. supra.*

[3] Commander of the Guernsey [2110].

[4] Master-general of the ordnance. *D.N.B.* x. 231.

[5] See note to No. 2113.

Tangier to join Sir John Narbrough in view of the prospect of a speedy breach with Tripoli [2145], she will want a larger proportion than otherwise [2222].

2157. [p. 44.] 23 *Mar. S. P. to the Navy Board.*—The Pearl is to take up her convoy at the Nore, so the pilot should meet her there instead of at Harwich [2140].

2158. [p. 44.] 23 *Mar. S. P. to Captain Booth,*[1] Downs.—Is sorry the weather delays his taking in his provisions. He is to come to the Nore instead of Harwich [2157, 2168].

2159. [p. 44.] 26 *Mar. S. P. to Captain Trevanion,*[2] of the Dartmouth.—To recommend 'a very ingenious man,' one Mr. Turner, son to the storekeeper at Deptford, to serve as his chaplain.

Underwritten: 'The like to Captain Killigrew,[3] of the Swan.'

2160. [p. 45.] 26 *Mar. S. P. to Sir Robert Southwell.*[4]—Has provided supplemental instructions for the Surinam masters: he is to do the like for his commissioners and the governors of the colonies where 'our Surinamites' are to be landed [1910].

2161. [p. 45.] 27 *Mar. The same to the same.*—Encloses a letter from which he will find that upon the 2nd inst. the Norwich had no tidings of the errand last sent him.

Margin: 'Sends him a letter from Captain London.'[5]

2162. [p. 45.] 27 *Mar. S. P. to Mr. Stockdale,*[6] Dover.—Desires to know the effects of that order whereof he gives an account in his of the 23rd, in reforming the abuses that have been sheltered by the colouring[7] of foreign ships [2149]. Thanks him also for his advice touching the Brandenburg caper, 'at which I find the Swedish Resident is awakened, and I doubt not will solicit for right to be done his master against the same by appealing to the king, the violence being reported to have been done not only under his Majesty's flag, . . . but . . . within the protection of the English shore.'

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[1] See ii. 218 *n. supra.*

[2] Captain Richard Trevanion had formerly commanded the Dreadnought [1120]; his commission to the Dartmouth is dated 9 Mar. 1674-5 (i. 416, *supra*).

[3] *D. N. B.* xxxi. 109. Captain Henry Killigrew had formerly commanded the Monck; his commission to command the Swan prize is dated 9 Mar. 1674-5 (i. 374, *supra*).

[4] See ii. 63 *n. supra.*

[5] Commander of the Norwich [2444].

[6] Collector of customs at Dover [2749].

[7] To 'colour' foreign goods was to enter them at the custom-house under an English merchant's name, to evade additional duties. Hence applied to ships. The word occurs in § 10 of the Navigation Act of 1661 (12 Car. II. c. 18).

2163. [p. 46.] 27 *Mar. S. P. to Captain Dickenson,*[1] Hunter, Downs.—The king's instructions to the commissioners going to Surinam [1910] are so near finishing that he may expect in a few days to have the commissioners on board.

2164. [p. 46.] 27 *Mar. S. P. to Mr. Moore,* master attendant at Portsmouth.—Desires to know the time the Merlin yacht and her convoy of horses sailed from the Isle of Wight [2177].

2165. [p. 46.] 27 *Mar. S. P. to Captain Royden,* Guernsey, Portsmouth.—Is glad of his forward condition for sailing with Lord Inchiquin to Tangier [2156].

2166. [p. 46.] 27 *Mar. S. P. to Captain Taylor,*[2] at Harwich.—Has received his of the 25th, giving an account of the Richmond yacht being arrived at Harwich, and there attending the coming of Lord Königsmark [2138].

2167. [p. 47.] 27 *Mar. S. P. to Commissioner Beach,*[3] at Chatham.—At the instance of some persons of quality, the writer desires a berth in one of the great ships in ordinary at Chatham for one Edmund Fisk, 'who having belonged to the sea these 40 or 50 years and though by time become not so able to perform hand-labour, though otherwise healthy and his senses good, is as capable as heretofore of performing his watch and doing the other works depending upon the experience and care of a seaman (hand-labour excepted) and also very sober.' He is known to Mr. Lately, the master attendant.

2168. [p. 47.] 29 *Mar.* 'Sent to Harwich by express at 10 of the clock in the morning.' *S. P. to Captain Booth.*[4]—Encloses a copy of a former letter that has missed him [2158] ordering him to the Nore, where the pilot is ready to meet him. Is sorry for his running upon the Shipwash, and advises him to give an account of it to the officers of the navy that they may call the pilot to account.

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[1] See ii. 367 *n. supra.* [2] Storekeeper at Harwich. See ii. 44 *n. supra.*

[3] Resident commissioner of the navy at Chatham.

[4] Commander of the Pearl [2133]. See ii. 218 *n. subra.*

2169. [p. 48.] 29 *Mar.* *S. P. to Captain Taylor.*[1]—Desires him to send the enclosed [2168] to the Pearl.

2170. [p. 48.] 29 *Mar.* *S. P. to the Navy Board.*—Orton is to proceed to Surinam on the terms they mention, that appearing to his Majesty a much less evil than the taking up of his name by any other [2153, 2154].

2171. [p. 48.] 29 *Mar.* *S. P. to Sir Robert Southwell.*[2]—Seeking present conveyance for Lord Orrery[3] from Ireland, the writer desires to know where orders will reach the Norwich, whether at Bristol, Minehead, or elsewhere, if he can guess where the Duke of Ormonde[4] [1505] purposes to land [2174].

2172. [p. 49.] 30 *Mar.* '12 at noon.' *S. P. to Captain Sanderson*, Portsmouth yacht, at Greenwich.—Desires a description of the Ostender that offered indignities to the honour of his Majesty's flag [2190].

2173. [p. 49.] 30 *Mar.* *S. P. to Captain Clements*, Greyhound, Downs.—The king directs him to continue his gunner in custody, who was detected in embezzling some powder. If the king shall dismiss him [2332] another shall be speedily sent, but not the party he recommends, there being so many that have the king's promise of employment.

2174. [p. 49.] 30 *Mar.* *S. P. to Captain London*, Norwich, at Minehead.—Has received his of the 2nd from Kinsale, and supposes this will find him arrived at Minehead with my Lord of Ormonde. Encloses orders for his fetching over Lord Orrery, returning to his station at Carrickfergus [2171, 2176, 2193].

2175. [p. 50.] 30 *Mar.* *S. P. to Captain Perriman,*[5] Sheerness.—About the bringing of letters from Queenborough to Sheerness.

2176. [p. 50.] 30 *Mar.* *S. P. to Mr. Rumsey*, collector, of Bristol.—Encloses an order to the Norwich, she being daily expected from Ireland with the Duke of Ormonde [2174].

Underwritten: 'The like to the collector of the customs at Milford, and to Mr. Josias Walker, collector at Minehead.'

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[1] Storekeeper at Harwich. See ii. 44 *n. supra.*

[2] See ii. 63 *n. supra.* [3] *D. N. B.* vi. 123. [4] *Ibid.* viii. 52.

[5] Captain John Perriman was master attendant at Sheerness (see ii. 50 *n. supra*).

2177. [p. 50.] 30 *Mar. S. P. to Captain Baker,*[1] Merlin yacht, Portsmouth.—Has received his of the 28th, and is glad he is so well returned after his bad weather he met with at sea [2164]. To continue at Portsmouth.

2178. [p. 51.] 30 *Mar. S. P. to the Navy Board.*—To hasten the getting forth of the ships lately ordered to be fitted for sea. The lords of the privy council desire their giving to Mr. Cranfeild a copy of the supplemental orders which they shall give to the masters of the hired ships going to Surinam [1910, 2185].

2179. [p. 51.] 30 *Mar. S. P. to Sir John Berry*[2] *or Captain Rooth.*[3]—Signifies Prince Rupert's desires that the bearer, Mr. Edward Dimock, 'a very sober person and experienced soldier,' should be entertained as a corporal on board one of their ships.

2180. [p. 51.] 30 *Mar. S. P. to Captain Williams,*[4] Wivenhoe, at Portsmouth.—Has received his of the 28th giving an account of his return from Cherbourg; he is to continue upon the guard at Portsmouth.

2181. [p. 52.] 31 *Mar. S. P. to Sir John Berry.*[2]—For the speedy fitting forth of his ship.

Underwritten: 'The like to Captain Lassells[5] of the Garland, Captain Trevanion[6] of the Dartmouth, Captain Killigrew[7] of the Swan, Captain Rooth[3] of the Adventure, and Captain Trotter[8] of the Speedwell.'

2182. [p. 52.] 31 *Mar. S. P. to the Navy Board.*—Desires them to send Orton after Mr. Cranfeild to the

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[1] Captain Jacob Baker: there were two others (i. 320, *supra*).

[2] *D. N. B.* iv. 398. Sir John Berry had formerly commanded the Resolution; his commission to the Swallow is dated 9 Mar. 1674–5 (i. 324, *supra*).

[3] Charnock, *Biog. Nav.* i. 28. Captain Richard Rooth had formerly commanded the Swiftsure; his commission to the Adventure is dated 9 Mar. 1674–5 (i. 400, *supra*).

[4] Captain Henry Williams's commissions as commander of the Wivenhoe fireship and the Holmes were both dated 25 May, 1675 (i. 424, *supra*), but he was presumably already in command of the former.

[5] Captain Ralph Lassells had formerly commanded the Yarmouth [1162]; his commission to the Garland is dated 9 Mar. 1674–5 (i. 376, *supra*). See also ii. 236 *n. supra.*

[6] See note to No. 2159. [7] *Ibid.*

[8] Captain David Trotter had formerly commanded the Richmond [180]; his commission to the Speedwell is dated 9 Mar. 1673–4 in Pepys's *Register of Ships* (i. 416, *supra*), but perhaps this should be 1674–5, like the other commissions referred to in the text.

Downs [2170, 2185]. Entreats a copy some time to-morrow morning of the orders to the hired ships for Surinam pursuant to the last resolutions of the lords [2178]. Will speedily give them the king's pleasure in the business of Rochester Ground.

2183. [p. 53.] 31 *Mar. S. P. to Captain Gunman*, Anne yacht, at Deptford.—Encloses the king's warrant for his immediate carrying over to Holland Mr. Skelton[1] (in whose company will be Mr. Ashton[2]) to visit the Prince of Orange, now dangerously sick of the small-pox.[3]

2184. [p. 53.] 1 *Apr. S. P. to Captain Sanderson*, Portsmouth yacht.—To prepare to take on board from the merchants money for France, and deliver it on board the Greyhound in the Downs.

2185. [p. 53.] 2 *Apr. S. P. to Mr. Cranfeild.*[4]—Orton is to follow him by a vessel on purpose this very tide [2182, 2197]. Both the writer and the secretaries of state are surprised at his sudden departure, as he will find from the two papers enclosed from Mr. Secretary Coventry[5] relating to his visiting the rest of his Majesty's colonies after he has been at Surinam [2193]. The first instructions to the masters of the hired vessels have been communicated to him from the lords of the council relating to transporting the king's subjects from Surinam, and issuing the victuals to them which hath been provided by his Majesty for their support during their passage [1910]; encloses also a copy of the supplemental instructions (belonging to the victualling) [2178], and of the Hunter's sailing orders [2186].

2186. [p. 54.] 2 *Apr. S. P. to Captain Dickenson*,[6] Downs.—Supposes this will find the Katherine yacht arrived in the Downs which brings Mr. Cranfeild and the rest of the commissioners down to him. Mr. C. designs to take his passage in the America, whither the enclosed packet is to be sent to him. Encloses orders for his sailing [2185].

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[1] Probably Bevil Skelton, the diplomatist, afterwards English envoy to Holland. *D. N. B.* lii. 325.

[2] Mr. Ashton was a servant of the Duke of York, and was the bearer of a letter of sympathy from him to the Prince of Orange in his illness (*Cal. S. P. Dom.* 1675-6, p. 47).

[3] *D. N. B.* lxi. 309.

[4] Principal commissioner for Surinam [2153].

[5] *D. N. B.* xii. 357.

[6] See ii. 367 *n. supra.*

2187. [p. 55.] 2 *Apr.* *S. P. to the Navy Board.*—Being advertised this morning of the death of the painter of Portsmouth Yard by persons suing to succeed him, the writer desires their opinion [2217] whether it be necessary to continue any particular person in that capacity in the yards, which has sometimes (and particularly not long since at Deptford) been controverted by an experiment then made of some piece of work performed at much easier rates by strangers upon particular bargains made, than they would have been at the rates required by the painter who is under warrant.

2188. [p. 55.] 2 *Apr.* *S. P. to Sir Thomas Chicheley.*[1]—The king desires that no time be lost in setting forth the ships now going abroad [2181]. The Swallow, if she stay not for what concerns the office of the ordnance, may be ready in very few days.

2189. [p. 56.] 2 *Apr.* *S. P. to Sir John Berry,*[2] Swallow, Deptford.—Has written to the officers of the navy and ordnance [2188] for despatching him. The writer 'passes not a day without some quarrel or other in opposing the solicitations made for the getting of recommendations to the king's commanders for reformadoes;[3] neither the arguments raised from the considerations of the smallness of the ships nor that of the numbers of men sufficing to stop the importunities, besides the many greater inconveniences attending it to his Majesty's service, as well as the burden they bring along with them to his captains.' Is resolved 'to bring that thing to some settlement, that is to say, both in the qualifications of those that shall be esteemed capable of being reformadoes, and those that are not, together with the number to be affixed to each rate, which shall not be exceeded' [2200]. Assures him in the meantime that not one shall come to him or any of the rest without their approbation.

2190. [p. 56.] 3 *Apr.* *S. P. to Sir Leoline Jenkins.*[4]—Before the king's orders for seizing the Ostender go out [2172], the writer desires his advice how far the proceeding is well grounded, 'if it should be objected that this ship did lie at anchor within the ordinary bounds of ships riding before, and within the notice of the port, though not strictly within gunshot.'

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[1] Master-general of the ordnance. *D. N. B.* x. 231.

[2] See note to No. 2179.

[3] See i. 190 *n. supra.*

[4] Judge of the admiralty court [2649]. *D. N. B.* xxix. 302.

2191. [p. 57.] 3 *Apr.* *S. P. to the Lord Lieutenant of Ireland.*[1]—Captain Rooth[2] is appointed to sea in the Adventure this summer to secure trade against Sallee; therefore his Excellency is prayed to excuse his absence from his charge at Kinsale.

2192. [p. 57.] 3 *Apr.* *S. P. to Mr. Stockdale,*[3] Dover.—Thanks him for his intimation in his letter of the 29th of the effects of the late order of the Mayor of Dover relating to sea-briefs [2162], and that which he has since received from the lord treasurer. Will move the lords for what he desires as soon as he shall inform him how far and in what respects he would have the king's commanders be assistant to him [2207], so as not to interrupt them in the performance of the other services commanded them from day to day.

2193. [p. 58.] 3 *Apr.* *S. P. to Sir Robert Southwell.*[4]—Mr. Cranfeild's going away was very quick, in that he left behind him his instructions from the king for all that concerns him after his having done at Surinam, which would have called for a good deal of discourse with the secretary of state to have made himself master of them [2185]. Knows not what can be done in the case of the Norwich, for either my Lord of Orrery did stop her or she is past recalling [2174], but will advise with the lord treasurer.

2194. [p. 58.] 3 *Apr.* *S. P. to Commissioner Beach,*[5] at Chatham.—A complaint was this day brought to the lords in behalf of Mr. Brouncker, purser of the Unicorn, of ill-usage from the cook of that ship 'upon no other provocation than that of pressing of him to the performance of his duty,' and of his being some time confined as a prisoner by the commissioner's warrant on board the Royal Sovereign. They desire his account of it [2225].

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[1] The Earl of Essex had succeeded the Duke of Ormonde as Lord Lieutenant of Ireland in February, 1672 (*D. N. B.* ix. 13).

[2] See note to No. 2179.

[3] Collector of customs at Dover [2749].

[4] See ii. 63 *n. supra.*

[5] Resident commissioner of the navy at Chatham.

2195. [p. 59.] 3 *Apr. S. P. to Sir James Johnson*, at Yarmouth.—Application having been made to the lords by Mr. Abraham Gill [2213], the pretended owner of the two Dutch busses some time since brought into Yarmouth by a French privateer, pretending that notwithstanding his having bought them of the privateer and sold them again to some subjects of his Majesty, both they and he are by Lord Townshend[1] denied the liberty of carrying them forth upon a pretence of the order of the lords of the admiralty for preventing the Frenchman's manning them with English, the writer desires his account of the facts for 'preventing any counterfeit sale of them according to the common practice at this day used, only thereby to obtain protection and freedom of manning them with English.'

2196. [p. 59.] 3 *Apr. S. P. to the Navy Board.*—The Dartmouth being on the point of going to sea, and the boatswain bearing a good character as well from Captain Tinker[2] as otherwise, and as no embezzlement is proved against him himself, the lords are willing he be continued in his employment, 'but that caution be entered against him whenever he shall return, that out of his wages his Majesty may have full satisfaction for the value of the lead so embezzled, their lordships thinking it reasonable that the masters be so far at least obliged to answer for the actions of their servants and their own care in the breeding of them.'

2197. [p. 60.] 5 *Apr.* 'At one at night, sent by express.' *S. P. to Mr. Cranfeild*,[3] in the Downs.—Is extremely sorry for the loss of time arising from Orton's absence [2185], but it is not 'much to be wondered at that a man that has any business in the world should not be ready upon the Wednesday for a voyage from England to Surinam of which he could not know any thing till the Monday, it being resolved . . . upon at the council but on Sunday night that he should go' [2170]; but hopes he is ere this with him, the officers of the navy having hastened him away with direction for a vessel to be taken up on purpose for him [2185]. Both secretaries[1] are surprised at his sudden departure.

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[1] Vice-admiral of Norfolk [711]. *D. N. B.* lvii. 158.

[2] Master attendant at Deptford [2988].

[3] Principal commissioner for Surinam [2153].

2198. [p. 61.] 5 *Apr.* 'Sent by express at one at night.'—*S. P. to Captain Dickenson*,[2] Hunter, Downs.—Is sorry for Orton's absence [2197].

2199. [p. 61.] 6 *Apr.* *S. P. to the Navy Board.*—To hasten Orton away [2197, 2198]. 'For preventing the distracted reckoning that must accompany the Quaker ketch's being sent to Tangier in the method first propounded by my Lord of Inchiquin, of being part manned out of the garrison and part in the ordinary method of the navy, the king is pleased to resolve that she be manned with 10 men (besides her officers and necessary servants) in the usual manner by order of your office' [2218].

2200. [p. 62.] 6 *Apr.* *S. P. to Sir John Berry.*[3]—Will be as good as his word in that business of reformadoes [2189], for 'such are now the applications made for more and more entries that I do believe the king will soon find it intolerable, it seeming to me to be for the most part but the drawing upon himself the constant charge of maintaining so many persons out of his own purse, to the ruin of the service they pretend to be maintained for.' His desire about Boatswain Mills is granted. Leave to come up to town.

2201. [p. 62.] 7 *Apr.* 'Sent by express, ½ past one in the morning.' *S. P. to Mr. Cranfeild*, Downs.—To prevent some delay which the officers of the navy have this day seemed to doubt the masters of the hired ships may make in their departure, the writer encloses particular directions as to whose orders they are to obey in their sailing [2185, 2202].

2202. [p. 62.] 7 *Apr.* *S. P. to either of the masters of the hired ships going to Surinam.*—To follow such orders as they shall from time to time receive from Edward Cranfeild, Esquire, or any one other of his Majesty's commissioners now bound to Surinam [2201].

2203. [p. 63.] 7 *Apr.* *S. P. to Captain Booth*,[4] at the Nore.—Has received his of the 2nd giving notice of his arrival at the Nore, and doubts not he has ere this received from Monsieur Leyenbergh,[1] the Swedish Resident, his Majesty's orders for his sailing to Gottenburg so soon as his convoy be ready [2209]. Application has been made by the said Resident for his convoying also the Swedish ships mentioned in the paper enclosed, which though the king thinks not fit to grant (they being foreigners), yet as far as he can without hindrance to his voyage or proceeding to any acts of force by engaging in their defence, he may give them countenance in their passage with him.

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[1] There were two secretaries of state, Coventry and Williamson.

[2] See ii. 367 *n. supra.*

[3] See note to No. 2179.

[4] Commander of the Pearl [2133]. See ii. 218 *n. subra.*

2204. [p. 63.] *7 Apr.* 'Sent by express at ½ past one in the morning.' *S. P. to Captain Taylor.*[2]—Desires him to signify to the officer of the vice-admiralty of Essex touching a vessel of Scotch coals said to have been lately found floating at sea and brought into Harwich the 5th inst., that he seize her as a derelict to the use of the king till the owners shall make out their claim thereto, and that he take care that the charge of the waiters to be appointed to the said vessel and other incident charges be rendered as little as may be; lastly, that no pretender to any property in her have possession given him, either of her or any part of her lading, until he make a legal proof of his title [2239, 2256].

2205. [p. 64.] 8 *Apr.* *S. P. to Mr. Waith.*[3]—Desires to know what sum of money was paid by the commissioners of parliament to the fleet at the king's coming in for wages only, and what may be estimated to remain yet unpaid for wages upon that old arrear [2230].

2206. [p. 64.] 8 *Apr.* *S. P. to Lord Brouncker.*[4]—Desires his view of the reasonableness of the present medium of the navy of 4*l.* per man a month.

2207. [p. 65.] 8 *Apr.* *S. P. to Mr. Stockdale.*[5]—Will move the king and lords that the commander-in-chief in the Downs may assist him in the matter of passes [2192, 2216].

2208. [p. 65.] 8 *Apr.* *S. P. to Commissioner Tippetts,*[6] at Portsmouth.—Desires he will return to town.

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[1] See note to No. 2209.

[2] Storekeeper at Harwich. See ii. 44 *n. supra.*

[3] See ii. 313 *n. supra.*

[4] Comptroller of the treasurer's accounts. *D. N. B.* vi. 469.

[5] Collector of customs at Dover [2749].

[6] Surveyor of the navy [1957].

2209. [p. 65.] 8 *Apr.* *S. P. to Lord Leyenbergh.*[1]—Desires him to hasten down the ship Charles to the Nore, the Pearl being ordered to depart as soon as ever she comes [2203, 2210].

2210. [p. 66.] 8 *Apr.* *S. P. to Captain Booth*, Pearl, at the Nore.—Encloses a copy of the directions sent him yesterday touching the Swedish vessels [2203]. Lest he may not have received the original of the king's orders for his voyage to Gottenburg (which are in the Swedish Resident's hands), and that the same should be industriously delayed in their delivery in order to gain convoy to other ships, a copy of these orders is enclosed, with directions that as soon as the ship therein mentioned [2209] comes down to him he is not to stay for the original or for any other ships.

2211. [p. 66.] 8 *Apr.* *S. P. to Sir John Duteil*,[2] at Tangier.—Hears that he has been arrived at Tangier ever since 14 Feb., and wonders to have received no advice of it from himself. To send the king and lords a journal of all his proceedings, from his last arrival at Livorne to his coming to Tangier, with an account of the condition of the galley, the number of his men and their qualities, the state of his victualling and stores and all his disbursements, his stay at each port where he has called, the truth of Captain Flawes' behaviour in reference to his leaving him before his coming to Tangier, the accommodation he meets with there for the safe receiving and laying of the galley, &c.

2212. [p. 67.] 10 *Apr.* *S. P. to Captain Royden.*[3]—Hopes he has received the orders sent last post for his proceeding to Tangier. Sends herewith orders for his convoying thither two victualling ships which Sir D. Gauden[4] saith are in readiness.

Postscript.—Encloses also orders for giving Major Fairborne[5] passage to Tangier, and to wait at Spithead till his arrival.

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[1] MS. 'Lyonbergh.' Sir John Barckman Leyenbergh was the Swedish Resident [2203].

[2] See ii. 207 *n. supra.*

[3] Commander of the Guernsey [2165].

[4] See note to No. 2518.

[5] Major Palmes Fairborne was a distinguished officer in the garrison of Tangier, and was afterwards governor (*D. N. B.* xviii. 125). He was knighted 13 April, 1675, 'for services at Tangier' (Shaw, *The Knights of England*, ii. 250).

2213. [p. 67.] 10 *Apr. S. P. to Sir James Johnson,* Yarmouth.—Desires an answer about the business of Mr. Gill [2195]. Is apt to mistrust there may be something in the case more than ordinary from his having this night let fall his pretence of having been the first proprietor of the said vessels, which he before thought fit again and again to declare he was [2240].

2214. [p. 69.[1]] 12 *Apr. S. P. to Matthew Lock,*[2] *Esquire.*—By the direction of the Duke of Monmouth,[3] the writer desires him to prepare orders for 6 of his Majesty's guard to be at St. George's Church in Southwark, at 9 o'clock on the morning of the 13th, to escort money to Portsmouth for the garrison of Tangier [2259].

2215. [p. 69.[1]] 12 *Apr. S. P. to Mr. Chambers,* at Pembroke.—Does not expect that the Norwich will come thither.

2216. [p. 69.[1]] 12 *Apr. S. P. to Mr. Stockdale,*[4] Dover, —Hopes the evil of the passes which have, so much to the prejudice of navigation and his Majesty's honour, been granted with so little limitation by his neighbours of Dover [2207] is far advanced towards a remedy [2298], though knows not what to say to that part of the remedy which he tells him the King of France hath taken by ordering the seizure of all Flemish-built vessels though guarded with passes.

2217. [p. 70.[1]] 12 *Apr. S. P. to the Navy Board.*—Finds they concur in what hath long been his opinion from the many years' observations he has had while at their board of the consequence of having particular tradesmen warranted to serve his Majesty in their respective trades in exclusion to others. Therefore chooses most willingly to lay down any consideration of his particular interest, and will endeavour (beginning in the case of the painter of Portsmouth Yard [2187]) the keeping their liberty of choice of tradesmen enlarged for the time to come without the restraint they have hitherto lain under in that particular.

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[1] Out of order in the MS.

[2] Secretary at war [1392].

[3] In January 1670, Monmouth had succeeded Albemarle as captain-general of the forces (*D. N. B.* li. 29).

[4] Collector of customs at Dover [2749].

2218. [p. 68.] 13 *Apr. The same to the same.*—They are to allow a chirurgeon to the Quaker ketch over and above the 10 men lately ordered for her [2199], the healths of the men requiring it.

2219. [p. 68.] 13 *Apr. S. P. to Mr. Thynne.*[1]—To give him a sight of the letter from Harwich about his purchase there.

2220. [p. 68.] 13 *Apr. S. P. to Mr. Waith.*[2]—To attend the lords at Derby House on Wednesday, the 14th, in order to their receiving some satisfaction from him touching the moneys due to the Chest from Lord Anglesey [1559].

Underwritten: 'The like to Mr. Fenn.'[2]

2221. [p. 70.] 13 *Apr. S. P. to Lieutenant Gauden.*[3]—Mr. Evans, the purser of the Nonsuch, endeavouring to excuse himself to the lords for his not satisfying a debt due from him to one Mr. Park,[4] alleges that he is the king's creditor by more than 200*l.* Desires to know the truth of this.

2222. [p. 71.] 13 *Apr. S. P. to Sir Richard Rooth,*[5] Adventure, at Portsmouth.—Has written to the master of the ordnance about his having a supply of ammunition proportionable to his foreign service [2236], and which he says the Guernsey hath received [2156]. His purser, Mr. Bunce, is gone towards him. Doubts not but he has the number of men established for his ship on foreign service in time of peace, which is as many as hath been heretofore allowed her on the same voyage, and to which the Guernsey is increased [2131], she being before manned only for time of peace in the Channel.

2223. [p. 71.] 13 *Apr. S. P. to Captain Taylor,*[6] Harwich.—The exemption claimed by the town of Harwich from the power of the admiralty must be proved, but till then the jurisdiction of the admiral is not to be questioned especially since they have so long forborne to put in their claim.

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[1] MS. 'Thinn.'

[2] See ii. 313 *n. supra.*

[3] Probably Benjamin Gauden, the son of Sir Denis Gauden, who was associated with his father and others in the victualling contract (see ii. 138 *supra*).

[4] 'Mr. Park' appears again at the end of the letter as 'the said Sparks.'

[5] Charnock (*Biog. Nav.* i. 29) gives the date of Captain Rooth's knighthood as 9 Mar. 167[4–]5, on the occasion of his appointment to command the Adventure; but Pepys's letter of 31 Mar. (No. 2181) is not consistent with this. The date of the patent is 14 Apr. (Shaw, *The Knights of England*, i. 250).

[6] Storekeeper at Harwich. See ii. 44 *n. supra.*

2224. [p. 72.] 13 *Apr.* *S. P. to Captain Royden*, Guernsey, Portsmouth.—Encloses the king's orders for giving three Moors passage to Tangier, for whom nevertheless he is not to stay; he is to do the like for Mrs. Joan Hopton.

2225. [p. 72.] 14 *Apr.* *S. P. to Commissioner Beach*,[1] at Chatham.—Doubts not the truth of his report and consequently the unfitness of Mr. Brouncker to be continued longer in the service [2194, 2633]. Desires to know how far the pursers some time since suspended by order of the officers of the navy—namely, Brome, purser of the Ruby, and Uthwat, deputy-purser of the Dunkirk—hath given him satisfaction in the matters they had then offended in, and whether the suspension remains still upon them.

2226. [p. 72.] 14 *Apr.* *S. P. to Captain Clements*, Greyhound, Downs.—Has received his of the 12th, and is glad of his safe return into the Downs, where he is to remain until further order. Will move his Majesty concerning his gunner.

2227. [p. 73.] 14 *Apr.* *S. P. to Sir Thomas Chicheley.*[2] —Being at a loss in some preparations he is making to answer certain present inquiries of his Majesty's relating to the navy, through the uncertainty daily found in the number of the guns appointed to this or that particular ship, the writer desires that in the enclosed list the number of guns be set to each ship's name as they were respectively gunned within the time of the late Dutch war.

2228. [p. 73.] 15 *Apr.* *S. P. to Captain Royden*, of the Guernsey, at Portsmouth.—To allow passage and victuals to Tangier to Thomas Spencer, William Beard, and 19 others, such as Lord Inchiquin[3] shall direct, being soldiers and workmen and their servants desirous to serve his Majesty at Tangier.

2229. [p. 73.] 15 *Apr.* *S. P. to Sir Robert Southwell.*[4]—The enclosed is what he asks.

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[1] Resident commissioner of the navy at Chatham.

[2] Master-general of the ordnance. *D. N. B.* x. 231.

[3] See note to No. 2113.

[4] See ii. 63 *n. supra.*

2230. [p. 74.] 15 *Apr. S. P. to Mr. Fillingham.*—Desires to know the sum of money actually paid by the commissioners of Parliament upon account of seamen's wages belonging to the ships which the Parliament undertook to satisfy of those which were abroad at the time of the king's coming in, and how much remained which was not so satisfied [2205].

2231. [p. 74.] 15 *Apr. S. P. to Lord Leyenbergh.*[1]—Desires his lady will let him have a sight of the survey-books of the king's ships as taken by Sir William Batten[2] upon or soon after the king's coming in [2233].

2232. [p. 74.] 15 *Apr. S. P. to Lord Brouncker.*[3]—Desires he will appoint a time to confer upon some general matters of the navy.

2233. [p. 75.] 15 *Apr. S. P. to Mr. Hayter.*[4]—Desires 'a view of the first survey taken after the king's coming in, in order to the enabling us the more fully to show the true state of the ships at that time.' Prays him to use the writer's name to any to whom he can direct his inquiries, as possibly Mr. Honywood,[5] or the executors of James Norman,[6] or Mr. Uthwat,[7] with promises of returning any books or papers, as he will in the meantime himself do to Lady Batten [2231].

The marginal reference is here, as in No. 2231, to 'the surveys taken by Sir William Batten after the king's coming in.'

2234. [p. 75.] 15 *Apr. S. P. to Colonel Piper.*[8]—Thanks for his advice of the 11th of the Phœnix. Does not despair of her safety notwithstanding the ill condition the Dutch privateer left her in [2257].

2235. [p. 75.] 15 *Apr. S. P. to Captain Royden,*

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[1] See note to No. 2209.

[2] Sir William Batten had been reappointed surveyor of the navy at the Restoration, and had held the office until his death in 1667 (*D. N. B.* iii. 420). In 1671 his widow married the 'Lord Leyenbergh' referred to in the text (Pepys's *Diary*, ed. Wheatley, i. 286 *n.*).

[3] Comptroller of the treasurer's accounts. *D. N. B.* vi. 469.

[4] See note to No. 2102.

[5] MS. 'Honewood.' See the *Diary, passim.*

[6] Sir William Batten's clerk (*Diary*, ii. 305; iv. 92, 127).

[7] MS. 'Vthwatt.' The reference in the text is probably to the Mr. 'Uthwayt' who is mentioned in the *Diary* in connection with Sir William Batten and his family (see *Diary*, ii. 338; v. 324). He was clerk of the survey at Deptford (*ib.* vii. 172 *n.*).

[8] Deputy-governor of Plymouth [2667].

Guernsey, Portsmouth.—Will move the king for a lieutenant for him, but dare not promise success, as his ship was only fitted forth for service in the Channel, and his stay is very uncertain on his present voyage [2212].

2236. [p. 76.] 15 *Apr. S. P. to Sir Richard Rooth,*[1] Portsmouth.—Is glad his ship is in so good a readiness, and that he has received satisfaction concerning his guns and gunner's stores [2222]. Encloses his sailing orders, and hopes Lord Inchiquin[2] will suddenly be with him [2259].

2237. [p. 76.] 15 *Apr. S. P. to Mr. Walker,* Minehead.—Thanks for his of the 6th.

2238. [p. 76.] 15 *Apr. S. P. to Captain Taylor.*[3]—Desires to know 'the issue of the French vessels waiting the going forth of the Flushinger.'

2239. [p. 76.] 15 *Apr. S. P. to Mr. Samuel Newton,* at Harwich.—The lords are satisfied with his diligence in executing their orders touching the derelict ship [2204]. She now being in the hands of the admiralty, and provision made for her being kept safe from embezzlement, they leave her to be disposed of according to law.

2240. [p. 77.] 15 *Apr. S. P. to Sir James Johnson,* at Yarmouth.—Will not trouble the lords further about Gill's business of the busses [2213], leaving him to satisfy himself as he shall see fit [2258], to which the orders formerly given by the lords to Lord Townshend [2195] can be no prejudice, as they related only to prevent the Frenchman's manning them with Englishmen, which is contrary to the articles of treaty between the king and the States of Holland,[4] by which articles also the said Gill (if he be) or whoever else indeed is the first proprietor of the said busses, may appeal to his Majesty in council in case they find themselves aggrieved by any of his subjects within his ports.

Postscript.—Since writing, has received his of the 12th. The lords having not interposed any further in this business than to prevent the breach of the treaty with Holland by the said busses being carried away by English, they cannot take cognisance of anything else relating to these vessels.

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[1] See note to No. 2222.

[2] MS. 'Insiqueen.' See note to No. 2113.

[3] Storekeeper at Harwich. See ii. 44 *n. supra.*

[4] See Chalmers's *Treaties*, i. 177–89.

2241. [p. 78.] 15 *Apr.* *S. P. to Mr. Porter*,[1] at Brussels.—A yacht shall attend him at Ostend on the 23rd, in dependence upon his being ready at that time. Mentions this in regard of the inconveniences his Majesty hath of late met with from the long stay of yachts abroad, by which he hath been induced to limit the time for their future practice in that case to 4 days after their arrival at the port, and from the day they were directed to be there [2269].

2242. [p. 78.] 17 *Apr.* *S. P. to Captain Baker*,[2] Merlin yacht, at Portsmouth.—Did not fail, as soon as he heard of the Mary yacht's misfortune,[3] to move his Majesty and his Royal Highness concerning him for the Cleveland, but they had already promised it to a commander now at sea, who hath had the command of 2nd-rate ships, and hath been long designed by the king for a vacancy among the best of the yachts.[4] But believes that the service of Ireland [2255] was as beneficial to the captain of the Mary yacht as the captainship of any yacht that remained here in England. The king will not supply furniture for the accommodation of passengers, who are rarely on his service; thinks the Mary yacht was furnished at the cost of her captain, or the Lord Lieutenant of Ireland, or others who have been most concerned in the use of her.

2243. [p. 79.] 18 *Apr.* Sunday 'morn.' *S. P. to Mr. Tippetts*.[5]—Is sorry for his illness. If he cannot without hazard come at 8 to-morrow morning, the writer will wait on him in the evening about 6.

Some letters are come to hand last night from Tripoli signifying a breach with that people [2144, 2244]; 'which I doubt not you will think as well as I to be very ill and unwelcome news, upon the consideration of the interruption it may give us in the leisure I hoped we might have had for attending closely to the repair of the fleet and new building.' Desires his advice touching what 8 ships of the 4th and 5th rates may be with most despatch and least present charge set forth against that people, regard being had to the goodness of their sailing. Entreats an answer against 3 o'clock this afternoon, when a council is summoned on purpose to debate this matter. There is also a 3rd rate intended to go in the room of the Henrietta, 'which by some accident she has met with by foul weather at sea Sir John Narbrough[1] reports to be in no fit condition to stay longer abroad.' The king has the Harwich in his thoughts, unless he can propound a better [2244].

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[1] Afterwards Sir Charles Porter, from 1686 lord chancellor of Ireland. *D. N. B.* xlvi. 170.

[2] See note to No. 2177.

[3] She was cast away near Holyhead (i. 295, *supra*).

[4] The reference is to Captain William Davies, who had commanded the St. George and the Triumph, both 2nd-rates, and was now at sea in command of the Foresight, a 4th-rate (i. 343, *supra*). He was not actually appointed to the Cleveland yacht until 11 July, 1676 (*ibid.*) Charnock remarks with regard to this appointment that it was 'always esteemed highly honourable to the officer on whom it is bestowed, as it is considered a professional reward for meritorious service' (*Biog. Nav.* i. 159).

[5] Surveyor of the navy [1957].

Postscript.—Supposes these ships should be sheathed, 'or at least the Harwich, as being a new and therefore a sweet ship to invite the worm.'

2244. [p. 80.] 19 *Apr. S. P. to Sir John Narbrough,*[1] commander of the Henrietta.—Received his of 9 Mar. on the 17th inst., he being then on his way from Tripoli towards Malta and Livorne, which letter has been communicated to the king and lords and the matter thereof particularly debated. They are satisfied with his proceedings pursuant to his instructions of 23 and 30 Nov. last; 'wherein though you may easily believe that at this time a war of no kind can be very acceptable, and least of all one so far from home, and from whence charge to his Majesty and loss to his subjects may be found without hopes of much reparation to either, nothing seems to be wished for in relation to this breach than that his Majesty's said instructions could have found you before your departure from Argeir and your sending away from you the ships which you then had in company, the sight whereof . . . might probably have inclined the people of that place to some carefuller thoughts of preserving a good correspondence with us than by your letter they seem to have had, though that also I find doubtful when I consider that part of your letter which tells me that their men-of-war which were abroad at the time of your coming thither had instructions to bring in all the English ships they should meet with at sea; that implying an absolute resolution of war with us, whatever your force had been.'

Matters, however, being as they are, his Majesty hath, with the advice of the lords, concluded to prosecute the war as vigorously as his present condition will allow him, as he will find by his orders enclosed. He designs to call the Henrietta home, and in her room to give him the Harwich [2243]. The Success also is intended home, and likewise the Newcastle, upon Captain Wetwang's[1] report of her ill condition; in the room thereof he is to keep with him the Dragon, now in the Straits, under the command of Sir Roger Strickland[2] (who in case of any accident is designed to succeed him in his charge), and the Diamond, who by orders long since sent to Cadiz is directed to join him on her arrival there from New York. To these the king is pleased to add the Portsmouth, Jersey, Constant Warwick, Assurance, and Dartmouth, but in a most especial manner recommends it to him that he 'keep a strict hand and eye upon them, that they spend not their time as in like cases heretofore fleets have been complained of to do in going from port to port, and loitering there upon particular occasions of their own,' 'but that you will with all imaginable strictness call from time to time for their journals, and upon view thereof exact from them a satisfactory account of all their proceedings, enabling me to inform his Majesty and my lords of the admiralty in any case where commanders shall be found in any sort failing therein; it being little less than demonstrable that for want hereof every former expedition into the Straits hath been of more than double the charge it ought to have been, besides the infamy brought thereby upon the honour of the king's service and disappointment to the designs thereof.'

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[1] *D. N. B.* xl. 89.

He is to consider what place may be most useful for a general rendezvous and refitting and victualling, the distance of Livorne rendering it unfit to be continued for that work. The king and lords incline to think Malta [2279] the fittest for this purpose ('since the present war between the Spaniard and French renders Messina uncapable of it') by the 'appositeness of its situation' in regard both to Tripoli itself and the stations where the Tripoline ships 'do generally keep in expectation of purchase.'[3] The difficulty is its want of provisions.

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[1] *D. N. B.* lx. 388.

[2] *Ibid.* lv. 52.

[3] 'Purchase' is used here in the old sense of 'prey,' 'booty,' 'plunder.'

Presumes 2 or 3 fireships will be added to these 8 ships. Desires his opinion of the best way of proceeding, 'your description of the narrowness of the place, and their being reduced to laying anchors in the channel as often as they expect any attack from an enemy, prompting the king to a thought that it might be no unsuccessful attempt to sink a vessel or two in their channel, and thereby choking it up to render it unpassable.' He is not to attack any of the Tripoline vessels in the ports of the Grand Signior. Till he hears to the contrary, Livorne is to be esteemed the place for all intelligence to be directed to.

2245. [p. 83.] 19 *Apr. S. P. to Mr. Ball,*[1] at Livorne.—To deliver the enclosed [2244].

2246. [p. 83.] 19 *Apr. S. P. to Sir M. Wescombe,*[2] at Cadiz.—To deliver the enclosed letters to the commanders of the Mary Rose and the Diamond.

2247. [p. 83.] 20 *Apr. S. P. to Mr. Pett,*[3] Chatham.—To send word when the flyboat he has contracted to build at Woodbridge will be in readiness to launch [2362].

2248. [p. 83.] 20 *Apr. S. P. to Sir Richard Rooth.*[4]—As to what he desires concerning an addition to his number of men, his midshipmen extraordinary and volunteers are to be borne as supernumerary to his ship's complement, as was done for Sir Roger Strickland[5] [1969].

2249. [p. 83.] 20 *Apr. S. P. to Captain Williams,*[6] Portsmouth.—Leave to come to town for 14 days.

2250. [p. 85.[7]] 22 *Apr. S. P. to Captain Sanderson,* Portsmouth,[8] at Dover.—On his arrival at Dieppe with Mr. Lamotte he is to bring back Mrs. Le Febure to what port in England she desires.

2251. [p. 84.] 23 *Apr. S. P. to Sir John Narbrough,* at Livorne.—For fear of miscarriage, encloses a duplicate of his of the 19th [2244], and the orders therein sent. The king would have him sound the entrance of the harbour at Tripoli towards seeing if the sinking of flyboats to stop up the passage, at least against their greater ships, can be done or no.

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[1] Consul at Leghorn [2435].

[2] Consul at Cadiz [1553].

[3] See ii. 92 *n. supra.*

[4] See note to No. 2222.

[5] Commander of the Dragon [2058]. *D. N. B.* lv. 52.

[6] See note to No. 2180.

[7] Out of order in the MS.

[8] Captain Ralph Sanderson was commander of the Portsmouth yacht (i. 403 *supra*). There was also a 4th rate of the same name (*ib.* 274).

'Since the writing my last, I have met with some discourse among the merchants, who (though generally our friends) I find still inclined to be dissatisfied with all that is done (though designed expressly for their service), that your declaring of a war, though never so well grounded, was a little too sudden in regard to the considerableness of their effects, which they say are at this time coming home and will be exposed to great danger as not being provided against the war; which though it may possibly be in some degree true, yet I do not find the merchants do agree in their complaints, there being those that do as much approve of it as others censure it, but whether one or t'other, it will be well remembered that the instructions sent you were drawn by the advice and upon the joint application of several of the considerablest of the merchants of the Turkey Company [2350]. True it is . . . it was presumed that the said instructions would have come time enough to you to have stopped the sending away of the ships which were in your company at Argeir, that you might have taken them along with you to Tripoli, whose appearance might possibly have awed the Tripolines into some better inclination to the giving satisfaction to his Majesty, but as it proves by what you are informed by Consul Bradly[1] they had before your arrival commissioned their ships then abroad to bring in all Englishmen, so as that they had already prevented you in the declaration of the war, and put it out of your power to continue a peace unless you would without insisting upon restitution have begged one of them upon their own terms, which, I presume, none of the merchants—the most dissatisfied—would have been pleased with.'

The king 'is so intent upon bettering your strength against this people, that I have reason to believe he will take a couple of ships from some other services to which they were designed and send them away towards you within few days, particularly the Swallow and Dartmouth,' for whom instructions should be lodged at Livorne.

Underwritten: 'Duplicate hereof sent 17 May to Livorne.'

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[1] Mr. Arthur Bradly was consul at Tripoli [2408].

2252. [p. 85.] 23 *Apr. S. P. to Sir J. Smyth.*[1]—Desires of him an account of the provisions and stores for the writer's report to the House of Commons to-morrow morning on the state of the navy [2282].

2253. [p. 86.] 23 *Apr. S. P. to the Navy Board.*—They are to despatch the Swallow and Dartmouth into the Straits [2251], 'his Majesty pressing very earnestly to have them forthwith gone.'

2254. [p. 86.] 23 *Apr. S. P. to Mr. Tippetts.*[2]—Desires to know what works are in hand in the king's yards, 'that I may be able to show we are not wholly idle (as some would have us) but doing something, and what that something is' [2252].

2255. [p. 86.] 23 *Apr.* 'Sent to Portsmouth by express at 6 in the evening.' *S. P. to Captain Baker.*[3]—To stay where he is, as the Monmouth yacht is to go to Ireland in the room of his [2242], she being a fitter vessel for those seas [2262]. The Monmouth is gone over to Dieppe with instructions to return to Portsmouth.

2256. [p. 86.] 24 *Apr. S. P. to Captain Taylor,*[4] at Harwich.—The lords leave the business of the Scotch ship to be determined according to law [2204].

2257. [p. 87.] 24 *Apr. S. P. to Colonel Piper,*[5] at Plymouth.—Thanks for his of the 20th with the good news of the safe arrival of the Phœnix [2234].

2258. [p. 87.] 24 *Apr. S. P. to Sir James Johnson,* at Yarmouth.—The lords find no ground for their interposing any further in the business of the busses, or of Mr. Gill, their pretended proprietor [2240, 2276].

2259. [p. 87.] 24 *Apr. S. P. to Sir Richard Rooth,*[6] at Portsmouth.—Thanks for his account of the 20th of having received the moneys for Tangier [2214] from Mr. Steventon. Is sorry Lord Inchiquin is still in town [2236], 'the business of Sallee calling every day for your being there, which I the rather say to you that you may in your own behalf prevent the loss of any time in Ireland.'

2260. [p. 88.] 25 *Apr. S. P. to Captain Lovell,*

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[1] Sir Jeremy Smyth was comptroller of the victualling. *D. N. B.* liii. 65.

[2] Surveyor of the navy [1957].

[3] Commander of the Merlin yacht. See No. 2177.

[4] Storekeeper at Harwich. See ii. 44 *n. supra.*

[5] Deputy-governor of Plymouth [2667].

[6] See note to No. 2222.

Katherine yacht.—To hasten to Dunkirk, the Spanish Minister being ready to come away and expected there upon the 28th [2261].

2261. [p. 88.] 26 *Apr.* 'Sent to Dunkirk.' *The same to the same.*—To fetch the Spanish envoy from Ostend, his orders of the 25th [2260] notwithstanding.

2262. [p. 88.] 27 *Apr.* *S. P. to Captain Baker,*[1] Merlin yacht, at Portsmouth.—If he has no objection to the Merlin's going to Ireland, he may set forward upon his former orders [2242, 2255]. But if he think her not so fit for those seas, particularly by 'her sharpness, and her being thereby rendered less fit to lie on ground,' and that on that account the Monmouth must go, he is not to expect to remove into the Monmouth unless Captain Kempthorne[2] shall be contented with it [2265].

2263. [p. 90.[3]] 29 *Apr.* *S. P. to the Mayor of Rye.*—Desires information about a shallop belonging to the postmaster of Calais called the St. John, of Calais, Nicholas Battell, master, alleged to have been lately chased into Rye by a caper of Flushing, and afterwards there arrested by one Mark Thomas and her master and company put in prison, 'under pretence that she was employed in transporting of wool.'

2264. [p. 89.] 30 *Apr.* *S. P. to the Navy Board.*—Will receive the pleasure of the king and lords concerning the caulkers necessary to be sent down to Portsmouth for the despatch of the new ship.[4] Orders were sent them yesterday for fitting the Bristol and Yarmouth; they shall also suddenly know the king's resolutions concerning the Monmouth yacht in case he shall order her to Ireland [2262, 2265]. The king will comply with the desires of the Chest in having the conveyances of the marsh land near Chatham made immediately to them. The lords desire their opinion as to the complement fitting for the Harwich, Ann and Christopher, and Wivenhoe, and for the Eagle also, in case she be sent to the Straits. As concerning Major Beckford's[5] declining to furnish clothes to the ships now bound out to the Straits, they are to consider whether there be any expedient for answering the demands of these ships with slops without putting Major Beckford to do it under the lords' and his present dissatisfactions.

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[1] See note to No. 2177.

[2] See ii. 113 *n. supra.*

[3] Out of order in the MS.

[4] The Royal James [2342].

[5] Major Thomas Beckford was slopseller to the navy (*Cal. S. P. Dom.* 1673, index); he was a member of the Clothworkers' Company (*ib.* 1675–6, p. 168).

2265. [p. 90.] 1 *May. S. P. to Captain Baker,*[1] Merlin yacht, at Portsmouth.—The Monmouth is to go to Ireland, as the fitter for lying on ground, so unless he and Captain Kempthorne can agree to change vessels by consent, it will be the latter's turn to go [2262, 2267].

2266. [p. 91.] 1 *May. S. P. to Commissioner Beach.*[2]—Captain Killigrew, being removed out of the Swan,[3] hath taken along with him several men to serve in the Harwich, which being not in condition to receive them, he prays nevertheless that they may be entered into pay to keep them for his use. The king's pleasure is that if he has present service to employ them on as seamen relating to the said ship they may be entered, but if not his Majesty 'doth not apprehend the want of seamen such in time of peace as should need the taking them into his charge before there be work for them, though we were driven to submit to that and a great many other chargeable difficulties during the war' [2283].

2267. [p. 91.] 1 *May. S. P. to Captain Kempthorne,*[4] Monmouth [yacht], at Portsmouth.—In answer to his of the 27 Apr. intimating his return from France and his being at Portsmouth, these are to tell him that either he or the Merlin is to attend the coast and service of Ireland in the room of the Mary lately lost[5]; and the Merlin being judged not fit through the rankness of her keel to lie on ground at Holyhead, it will be for his vessel to go; but he may if he wishes exchange with the commander of the Merlin [2265, 2277].

2268. [p. 92.] 3 *May. S. P. to Captain Carter,*[6] Swan, in the Hope.—His complement of 95 agreed on by the officers of the navy for foreign service in time of peace cannot be increased without special order from the king, who will at no time grant it without the advice of the board. It is true an increase hath been made to ships going into the Straits of 40 extra to a 4th rate and 20 to a 5th upon the score of the present war with Tripoli, which increase he also may take so soon as he comes thither and the war continues, but not before nor otherwise, no other ship having the said increase upon any other terms. If he takes Englishmen out of Dutch ships, he is to do it with as much gentleness as he can, that the Dutch commanders may have no cause to complain of any ill-usage within our ports. To lose no time in getting to sea.

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[1] See note to No. 2177.

[2] Resident commissioner of the navy at Chatham.

[3] See note to No. 2159. Captain Killigrew's new commission to the Harwich is dated 22 April, 1675 (i. 374 *supra*).

[4] See ii. 113 *n. supra.*

[5] See note to No. 2242.

[6] Captain Richard Carter, hitherto commander of the Crown [1786], had been appointed to the Swan, in succession to Captain Killigrew [2266], by a commission dated 12 April, 1675 (i. 332, *supra*).

2269. [p. 92.] 3 *May. S. P. to Captain Gunman.*[1]—Mr. Porter[2] having been carried back to Brussels by some commands of his Majesty's, and being determined without fail to be at Ostend upon the 4th or 5th, he is to hasten back thither and stay till he comes [2241].

2270. [p. 93.] 4 *May. S. P. to Captain Kempthorne,*[3] Monmouth,[4] at Portsmouth.—Leave to come up to town for a week before going to Ireland [2267].

2271. [p. 93.] 5 *May,* 'at 8 in the morning.' *S. P. to Mr. Hayter.*[5]—Because the writer would be very perfect in the number of the places, whether his Majesty's or private men['s], where 1st, 2nd, and 3rd rate ships may find present conveniences to be built, he encloses Commissioner Deane's[6] paper with a draught of the method begun in the writer's own hand, and desires him with the assistance of the surveyor[7] and Commissioner Deane to finish it some time this day.

2272. [p. 93.] 5 *May. S. P. to Captain Atkins,* on board the Phœnix, in the Downs.—The king's resolution of doing right to Lieutenant How [2273] by giving him a commission for the ship[8] hath not arisen from any personal displeasure towards himself, but 'out of regard to that justice which must be preserved in all matters of that kind or the whole discipline of the navy must be abandoned, in which nothing is less to be controverted than the right of a lieutenant to succeed to the command of the ship upon the death of his captain, at least until he shall come within the reach of his Majesty or the lord high admiral, who have never to this day (as I know of) done anything to the prejudice of the surviving lieutenant, nor will I suppose ever be led to do it where nothing is laid to the charge of that lieutenant that might deserve such severity.'

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[1] Commander of the Anne yacht [1958].

[2] See note to No. 2241.

[3] See ii. 113 *n. supra.*

[4] The Monmouth yacht [2264]. There was also a 3rd-rate of the same name (i. 270, *supra*).

[5] See note to No. 2102.

[6] Resident commissioner of the navy at Portsmouth. *D.N.B.* xiv. 251.

[7] Mr. John Tippetts [1957].

[8] Lieutenant John How's commission from the king to be captain of the Phœnix was dated 23 April, 1675 (i. 368, *supra*). Pepys's *Register of Sea-Officers* enters it as a lieutenant's commission, but see No. 2470.

'As to my own particular, besides the impartiality which I pretend to govern myself by in all other cases, there will be little ground to suspect me of any other dealings in this, the lieutenant being one I never saw, much less have any particular concernment for, he having had his commission given him by Captain Rooth at sea; whilst on the other hand I have that especial regard to my noble friend your father, Sir Jonathan Atkins,[1] as would easily incline me to the giving preference to a son of his on any fair occasion. But right is right, and shall never on any consideration receive interruption where I can prevent it, and least of all where the prejudice attending his Majesty from it may be of importance a thousandfold more than the benefit of the private person that is to be gratified by it. I therefore desire and expect your taking it in good part from me, as being with all reality your very faithful and humble servant.'

2273. [p. 95.] 5 *May.* 'Sent to the Downs.' *S. P. to Captain How*, of the Phœnix.—The king and lords expect a much fuller information from his journal of his proceedings with the Phœnix since the death of Captain Watson[2] [2272]. 'As to your latter letter I find something to take very ill from you, and the more upon account of another letter from one whose hand I know not, not from any unreasonableness in what you ask, it being a thing so just that without your knowledge, much less bespeaking, I had moved his Majesty for and despatched it towards you by his commission of the 25th of April, 1675.[3] . . . But that which I have reason to take amiss from you is your thinking that any consideration of benefit to myself or expectation of reward from you should be of any inducement with me. Therefore pray reserve that sort of argument for such as will be guided by it, and know that your meriting well of the king is the only present that shall ever operate with me, and that it was my belief of your having so done that led me unknown and without your asking to the moving his Majesty for that just kindness.'

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[1] Governor of the Barbados (*Cal. S. P. Dom.* 1675–6, p. 111).

[2] Captain George Watson: see ii. 33 *n. supra.*

[3] Pepys's *Register* gives the date as 23 April (i. 368, *supra*).

2274. [p. 95.] 6 *May. S. P. to Captain Fowler*,[1] of the Swallow, in the Hope.—Is this day advised that Sir John Berry[2] has sent him down 28 men of the 34 which he is said to have taken away with him out of the Swallow (besides his retinue and trumpets). It will be matter of no small displeasure to the king to hear of any loss of time in his sailing, having been so complied with by Sir J. B. beyond what he could reasonably have expected.

2275. [p. 95.] 6 *May. S. P. to Sir John Berry*,[2] of the Bristol, at Deptford.—Will acquaint the king and lords of his readiness in complying with his orders for returning so many men to the Swallow [2274].

2276. [p. 96.] 8 *May. S. P. to Sir James Johnson*, at Yarmouth.—The lords will bear him out in what he has done pursuant to their orders, and so the writer will acquaint Mr. Gill [2240, 2258].

2277. [p. 96.] 8 *May. S. P. to Captain Kempthorne*,[3] Monmouth yacht, at Portsmouth.—Understanding he desires to go to Ireland, the writer will signify to Captain Baker that he is to do so [2267, 2278].

2278. [p. 96.] 8 *May. S. P. to Captain Baker*,[4] Merlin yacht, at Portsmouth.—Sir John Kempthorne[3] having signified that his son, Captain Kempthorne, chooses rather to proceed in the Monmouth to the coast of Ireland than to remove into the Merlin, the king assents thereto, and the Merlin is to continue in her station about Portsmouth [2277].

2279. [p. 97.] 10 *May.* 'Sent to Sir Thomas Clutterbuck[1] for conveyance in his packet.' *S. P. to Sir John Narbrough,*[2] at Livorne.—'His Majesty resents very justly the ill-usage you have received from the Court of Florence in your being denied pratique[3] and the use of their hulk, and purposeth in due manner to take notice of the same to the Grand[4] Duke [2350], and in the meantime, as he is pleased to observe also and take in very good part from you the care you have expressed in the making the best shift you otherwise could to despatch the refitting of his ships without the helps you might reasonably have expected from the place, so it hath put him to the considering of some other place to be from henceforward the rendezvous of his ships [2244], wherein he hath had regard to what you propound concerning Malta and what hath here been objected thereto by Commissioner Beach[5] [2283], and the place by him propounded in lieu thereof, namely, Little Cephalonia,[6] which his Majesty is pleased to leave to you to determine of,' as being upon the place. Desires the result of his opinion what place from henceforward he would propound for his rendezvous [2350]. Meanwhile provisions and stores of all sorts will be made ready for the supply of his fleet, to be directed to what place he shall advise.

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[1] Captain Thomas Fowler, who had formerly commanded the Rupert [1308], had been appointed to the Swallow by a commission dated 27 April, 1675 (i. 352, *supra*).

[2] *D.N.B.* iv. 398. Sir John Berry had been transferred from the Swallow to the Bristol by a commission dated 28 April, 1675 (i. 324, *supra*).

[3] See ii. 113*n. supra*.

[4] See note to No. 2177.

'The hopes you seem to have of obtaining something this summer upon the Tripolines towards the reducing them to terms of reason, are (you may believe) very welcome' to the king and lords, 'to whom the charge of the war is at this time very irksome; yet not so as to invite them to the letting fall or slackening your prosecution of it with all the vigour that may be, until by the intercepting some of their ships, disturbing their trade, or other inconveniences, that people shall be brought to desire peace from his Majesty by offer of heads [2350] or some other pecuniary satisfaction to be made at times (though not at once)—or by some other way that may let the world see that his Majesty doth not pass by their late violating of articles without some apparent satisfaction.

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[1] Victualler for the Mediterranean. See ii. 236 *n. supra.*

[2] *D. N. B.* xl. 89.

[3] MS. 'prattick.'

[4] MS. 'great.'

[5] Resident commissioner of the navy at Chatham.

[6] The island of Ithaca, east of Cephalonia, was sometimes known as Little Cephalonia.

The want whereof would but lead them and encourage others by their example to the breaking of peace as often as they should meet with any advantage tempting them thereto.'

The king is very greatly satisfied with the courteous usage he meets with at Malta, and a letter of thanks will very speedily be sent to the Grand[1] Master. Orders are enclosed for increasing the numbers of men upon the ships now abroad with him, those coming hence (whose names are mentioned in the margin) being manned with a suitable number. Had by the favour of his Royal Highness[2] provided for him a draught[3] of the port of Tripoli, but he has otherwise supplied himself. The king hath committed to Mr. Secretary Coventry[4] the care of seeing his needful orders issued in what concerns 'the answering of the desires of the people of Tunis touching the liberty for his subjects to carry thither iron, shot, and masts' [2350]. Thanks for his list of the number and force of the Tripoli men-of-war and galleys. The Mary Rose and Diamond are ordered to join him from Cadiz. Sends herewith his Majesty's orders for paying the short allowance money due to his seamen out of the remainder of the redemption money, and a commission from the lords empowering him to hold courts-martial. He must expect his Majesty's pleasure about making a peace with Tripoli from one of the secretaries of state,[5] what the writer has said being 'only the substance of what seemed to be his Majesty's sense upon the debate thereof last night with several of the council.' The packet he mentions to have sent by Captain Fenn in the Paragon[6] is not yet come to hand [2350].

Margin: Swallow, Dartmouth, Harwich, Portsmouth, Assistance, Yarmouth; Wivenhoe [2321] and Ann and Christopher fire-ships.

Underwritten: 'Duplicate hereof sent to Livorne also the 17th inst. by Monday's post.'

2280. [p. 99.] 10 *May. S. P. to Mr. Pett,*[7] muster-master at Gravesend.—Desires him to send every Monday an account of what ships are under his check, together with the numbers of men belonging to them, and how many of them appeared at his last mustering, mentioning also the day when any ship shall have sailed away the preceding week. In case the Swallow, Dartmouth, or Speedwell be sailed, desires to know what day they went away.

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[1] MS. 'Great.'
[2] The Duke of York.
[3] MS. 'draft.'
[4] *D.N.B.* xii. 357.
[5] See note to No. 2197.
[6] MS. 'Paramour.'
[7] See ii. 92 *n. supra.*

2281. [p. 100.] 11 *May. S. P. to the Navy Board.*—Has received a letter from Captain Temple,[1] of the Dartmouth, from the Downs, wherein he acquaints the writer that by reason of his sudden sailing out of the River he left behind him a new pinnace which was built for him at Woolwich, and though ready was denied him, and he has only with him an old rotten boat altogether unserviceable. Desires them to furnish him with a boat [2295], either from hence or at Portsmouth, where he intends to call in case he be not furnished with one in the Downs.

2282. [p. 100.] 11 *May. S. P. to Commissioners Tippetts*[2] *and Deane.*[3]—Must give them 'one little trouble more' in relation to 'our great business'[4] [2252], namely, the number of workmen necessary for building a ship of each rate within 6 months or 12 months, with their opinion how many of the ships propounded can reasonably be expected to be put in hand and where, during the time that the repairs of the old fleet shall be also in hand in the king's yards, with some provision made for the ordinary supply of the merchants' works. And as the due digesting of this depends upon a reasonable estimate to be first made of the number of shipwrights of this kingdom abroad and at home, and the places where they that are at home may be judged to reside, the writer desires such an estimate from them, with an account of how many of these the common service of the merchants may take up in their yards, and what remains for the king's, to be distributed between the repairing of the old and building of new ships.

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[1] Captain John Temple, formerly commander of the Adventure [1484], had been appointed to the Quaker ketch 29 Mar. 1675, and to the Dartmouth on 22 April following (i. 413, *supra*).

[2] Surveyor of the navy [1957].

[3] Resident commissioner at Portsmouth. *D.N.B.* xiv. 251.

[4] On 22 April Pepys had been ordered to 'bring into the House a true state of the present condition of the navy, and of the stores and provisions thereof,' and on 24 April he had presented a report to the Commons (i. 46, *supra*). Out of this grew the scheme for building, which was eventually embodied in the Act of 1677 for thirty new ships.

2283. [p. 101.] 11 *May. S. P. to Commissioner Beach,*[1] at Chatham.—Thanks him for his regard to the saving of his Majesty's treasure by respiting the entry of men upon the Harwich, notwithstanding the desire of Captain Killigrew, until she be in condition to receive them [2266]. Thanks him also for his advice touching the unfitness of Malta for refitting the ships employed against Tripoli [2279].

2284. [p. 102.] 11 *May. S. P. to Captain Temple,* Dartmouth, at Downs.—The navy officers will take care for a boat for him [2281, 2295].

2285. [p. 102.] 12 *May. S. P. to the Navy Board.*—Encloses a letter from one Mr. Horsman,[2] at Plymouth, touching the supplying of a Dutch East Indiaman there with one of his Majesty's New England masts. They are 'to consider as well the particular case of this East Indiaman in want, and the disposing in general of his Majesty's said masts, which have long lain there and may still long do so, and do therein what may be most convenient for his Majesty first, and then what may be courteous to the said East Indiaman.'

2286. [p. 103.] 12 *May.* 'At 11 at night.' *S. P. to Captain Fasby,* Cleveland yacht, at Greenwich.—To prepare for a voyage to Brest to fetch the Duchess of Portsmouth's mother.

2287. [p. 103.] 13 *May. S. P. to Sir Thomas Chicheley.*[3]—To hasten his calculations of the yearly charge of the ordnance, which will be needed in relation to the bill brought in yesterday by Sir Thomas Littleton about the customs.[4]

2288. [p. 103.] 14 *May. S. P. to the Navy Board.*—The king has authorised Sir John Narbrough[5] to allow the increase of men mentioned in the margin to the ships with him in the Straits. Knows not how they will approve, but wishes very earnestly we were out of these uncertainties in a matter of so much moment as the manning of the king's ships by the 'thorough establishment' which upon their report will now in a few days be obtained [2306]. So soon as that is done, an increase may also be ordered to the ships employed against Sallee, to which end it seems fit to be considered once for all whether there needs not an establishment of a fourth number—for war abroad, as there is for peace, 'foreign war seeming to call for a less increase of men than war at home, as peace abroad calls for more than peace at home.'[1] There is no one thing in the navy that requires a thorough settlement more than this business of the manning of the ships, 'in reference both to the disorders, increase of charge, and confounding of calculations that it occasions.'

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[1] Resident commissioner of the navy at Chatham.

[2] Probably Andrew Horsman, a merchant of Plymouth (*Cal. S. P. Dom.* 1673, p. 268).

[3] Master-general of the ordnance. *D. N. B.* x. 231.

[4] A bill for 'appropriating the duty arising by the customs to the use of the navy,' brought into the House 12 May, 1675 (*Commons Journals*, ix. 335).

[5] *D. N. B.* xl. 89.

Will send the king's orders about the Tangier hulk.[2]

Margin: Henrietta, 90; Dragon, 40; Diamond, 40; Newcastle, 40; Success, 20; Mary Rose, 40; Roebuck, 10.

2289. [p. 104.] 14 *May. S. P. to Captain Shales.*[3]—Desires him to answer the enclosed petition against him.

2290. [p. 105.] 19 *May. S. P. to the Navy Board.*—Sir John Hanmer acquiesces in what they propound touching the wages of runaways to be forfeited to his Majesty, provided that it may not turn to his prejudice in relation to so much thereof as he shall appear to have truly disbursed in clothes for their use, which, as far as the same can be satisfactorily proved to the board, is no more than what is ordinarily done in the case of all other runaways, the only difficulty therein lying in the sufficiency of those proofs. But as to that of bringing letters of attorney or administration, he allegeth that that neither is usually done among the land forces, nor hath been exacted by the board in the case of some other captains, particularly Captain Barton and Captain Porter, concerning which the writer desires the board to inform him.

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[1] In Pepys's *Register of Ships* the force of men and guns for each ship is calculated on three scales—'peace everywhere,' 'war abroad, and 'war at home' (*supra*, i. 267 *n.*).

[2] The Europa [2292].

[3] See i. 73 and 79, *supra*.

2291. [p. 105.] 19 *May*. *The same to the same.*—The Cambridge and St. David being suddenly expected home, the writer desires their opinion to which yards they should be ordered to be laid up.

2292. [p. 106.] 19 *May*. *The same to the same.*—The king and lords greatly approve what they propose touching the Europa hulk at Tangier going to the Straits, but Sir John Narbrough's rendezvous is still uncertain [2279]. In the meantime they are to bethink themselves in general of all things necessary for the removal of the hulk, and the rendering her useful for the service they may foresee to be called for from her [2350].

2293. [p. 106.] *S. P. to Captain Clements*, Greyhound, in the Downs.—Will give him notice when he hears of the king's going abroad by sea this summer.

2294. [p. 107.] 19 *May*. *S. P. to Sir Edward Walker*,[1] clerk to the council in waiting.—The report of the Trinity officers about Sir John Clayton's lights[2] [3000] is ready for the lords of the council.

2295. [p. 107.] 19 *May*. *S. P. to Captain Temple*,[3] Dartmouth, at Portsmouth.—The officers of the navy have made a double provision for his boat [2281],—one by ordering a boat to be brought after him by the Swallow, the other by directing one to be delivered him at Portsmouth in case he should put in there. But the officers of the navy have observed to the writer that the boat which was prepared for him here was not denied him upon any other score than his want of care to send the proper officer of his ship—the boatswain—to receive and give a discharge for it; and that which is yet less excusable is that, contrary to the 4th article of his instructions, he never took notice to them of the rottenness of the boat which he now complains of. The king and lords shall be acquainted with it; a few more such neglects may meet with much displeasure from them.

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[1] *D. N. B.* lix. 48.

[2] A licence had been granted by the Crown to Sir John Clayton and George Blake to erect lighthouses on the northern coast (*Cal. S. P. Dom.* 1673–5, p. 41), but their plans were opposed by the Trinity House. Documents relating to the controversy are to be found among the State Papers (see *Cal. S. P. Dom.* 1673–5, p. 457 and 1675–6, p. 251).

[3] See note to No. 2281.

2296. [p. 108.] 22 *May. S. P. to Captain Lassells.*[1]—The service of the king's ships is designed for convoying the trade of his subjects and not strangers, especially men-of-war and their prizes. He is therefore to continue to forbear answering the desires of the Dunkirkers, or any others of that kind.

2297. [p. 108.] 22 *May. S. P. to Commissioner Beach.*[2]—Leave from the king for him to go and drink the waters. Wishes him a perfect recovery of his health.

2298. [p. 109.] 22 *May. S. P. to Mr. Stockdale,*[3] at Dover.—Desires him to demand another sight of the passes the two masters he mentions show from the lords, and detain them in his own hands till the writer has opportunity of asking their pleasure concerning it, 'the evil of these practices in the fraudulent procuring of passes for the covering of strangers' ships being of so much importance, and compassed with so much villainy in the false oaths and other indirect ways of procuring denizations, that no course can be thought too severe for the suppressing it, and a few examples well prosecuted by punishment will, I doubt not, be more effectual towards it than all the cautions and circumspections we do or can hope to make use of' [2216]. Desires him from time to time to advertise the writer of any practices of this kind which he shall think may be designed by the coming up of masters to London as these two have done when by his care they could not succeed with the magistrates of Dover; that he may put in timely and proper caveats at the offices through which they must pass in their proceedings towards the same [2309].

2299. [p. 110.] 25 *May. S. P. to the Navy Board.*—The enclosed papers were put into the writer's hands by Mr. Huddlestone, a gentleman of Cumberland, containing materials for a treaty between the board on behalf of his Majesty and him for a considerable parcel of timber to be had in that country; presumes it is the same that was some years since offered to us in the lifetime of Sir Thomas Strickland. Will direct the proposer to visit them.

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[1] See note to No. 2181.

[2] Resident commissioner of the navy at Chatham.

[3] Collector of customs at Dover [2749].

Observing with much trouble how much the late resolutions of the king and lords for preventing commanders misspending their time in town [1] are already forgotten, 'by commanders appearing daily in the town without any justifiable account given for the same,' and doubting 'lest the same should arise from the clerks of the check not observing the rules established towards preventing thereof' that commanders should be pricked for their times of absence where it is not grounded upon leave given them by their superiors, the writer desires them without more ado to cause the books of the clerks of the check to be overlooked to see whether in fact commanders are at this day pricked for absence or not.

2300. [p. 111.] 25 *May. S. P. to Colonel Piper.*[2]—Thanks for his of the 14th, the contents of which and the enclosed certificates touching the abuse offered to the Lady Francis, of London, by two French men-of-war have been communicated to the king, who immediately caused the same to be made known to the French minister, Monsieur Ruvigny [2303].

2301. [p. 111.] 25 *May. S. P. to Sir Robert Southwell.*[3]—Sir John Berry is very near the point of being ready to sail, and will want his instructions.

2302. [p. 111.] 26 *May. S. P. to the Navy Board.*—The Cambridge is in the Downs and is ordered (by their advice) to Chatham; but Captain Herbert,[4] upon consideration of her condition, offers it as more advisable that she may come up the River' 'that she may fall within the care of her father, Mr. Shish,' [5] whereto his Majesty seems enough inclined if the board think his service will admit thereof [2303]; in which case it is left to them to meet her with their orders to prevent her going up to Chatham.

2303. [p. 112.] 26 *May. S. P. to Captain Herbert,*[4] Cambridge.—The king approves his proceedings in the matter of the French ships, and has already expressed his resentment of it to Monsieur Ruvigny, who seems surprised and indeed confounded [2300, 2360]. His ship is ordered to Chatham [2302] to be laid up, Woolwich and Deptford having already as many ships as the service can admit to be lodged there.

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[1] This probably refers to the resolutions of October 1673 (see No. 412, *supra*).

[2] Deputy-governor of Plymouth [2667].

[3] See ii. 63 *n. supra.*

[4] Captain Arthur Herbert, afterwards Earl of Torrington. *D.N.B.* xxvi. 169.

[5] The Cambridge had been built at Deptford in 1666 by Mr. Jonas Shish (i. 268, *supra*).

2304. [p. 113.] 27 *May. S. P. to Captain Story,*[1] commander of the Portsmouth.—To lose no time in getting his ship ready for sea.

Underwritten: 'The like to Sir John Berry, of the Swallow[2]; Captain Houlding,[3] of the Assistance; Captain Killigrew,[4] of the Harwich; and Captain Trevanion[5] of the Yarmouth.

2305. [p. 113.] 27 *May. S. P. to the Navy Board.*—To hasten the ships fitting out, and see nothing be wanting for them, his Majesty being 'very earnest' to have them immediately in a condition to sail away to the Downs.

2306. [p. 114.] 28 *May. S. P. to Mr. Hayter.*[6]—The lords desire the navy board to attend them to-morrow morning at 8, and if it may be it would do very well that they come perfectly prepared about the establishment of men and guns for the ships [2288]. Desires him also to bring the papers which Mr. Beverley sent to the board containing the present condition of the galley, and the number and names of her present company [2324].

2307. [p. 114.] 28 *May. S. P. to the Contractors for Victualling the Navy.*[7]—To attend the lords' meeting to-morrow morning at 8.

2308. [p. 114.] 28 *May. S. P. to Sir Thomas Chicheley.*[8]—To hasten guns and gunner's stores for the ships in the margin.

Margi: Harwich, Portsmouth, Assistance, Yarmouth, Bristol, Holmes fireship,[9] Ann and Christopher fireship.

2309. [p. 115.] 29 *May. S. P. to Mr. Stockdale,*[10] at Dover. Observes his story of the evasion heretofore made use of in the case of the Covenant. Thanks him also for his cautions against the persons he mentions may come for passes, that the writer may make some example of them [2298]; but desires to know how he is satisfied that the said vessels belong to foreigners, both Brown and Franklin having made affidavit that they wholly belong to the king's subjects. Prays him to stop Brown's vessel, and get his pass from him.

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[1] Captain James Story's commission to the Portsmouth is dated 23 Apr. 1675 (i. 409, *supra*).

[2] But see note to No. 2275. The Swallow was already bound to the Mediterranean [2280]. [3] MS. 'Holding.' See note to No. 2317.

[4] *D. N. B.* xxxi. 109. See note to No. 2266.

[5] Captain Richard Trevanion had been transferred from the Dartmouth to the Jersey on 22 Apr., and to the Yarmouth on 28 Apr. (i. 416, *supra*). [6] See note to No 2102. [7] See No. 738.

[8] Master-general of the ordnance. *D. N. B.* x. 231.

[9] But see i. 277 and 284 *supra*, where 1677 is given as the date of conversion into a fireship.

[10] Collector of customs at Dover [2749].

Underwritten: '*Vide* 3 sides forward'—*i.e.* to p. 118 (No 2316).

2310. [p. 115.] 29 *May. S. P. to the Navy Board.*—The king leaves it to them to choose a day for launching the new ship building at Blackwall.[1] He intends to be present.

2311. [p. 116.] 29 *May. S. P. to Captain Booth,*[2] Pearl, in the Downs.—Has received his of the 26th, and is glad to hear of his safe return from Gottenburg. To send up a note of what boatswain's and carpenter's stores he needs, and an account of what victuals he has remaining on board.

2312. [p. 116.] 29 *May. S. P. to Commissioner Deane,*[3] at Portsmouth.—Thanks for his care in returning the packet that was sent to the Phœnix. The orders for the Monmouth's sailing go by this post [2313], and the Wivenhoe [2321] will suddenly have a commander sent down to her. Desires to know when the ship he is building at Harwich[4] will be ready to launch.

2313. [p. 116.] 29 *May. S. P. to Captain Kempthorne,*[5] Monmouth yacht, at Portsmouth. Encloses orders for his proceeding to Ireland.

2314. [p. 117.] 29 *May. S. P. to Captain Booth,*[2] Pearl, in the Downs.—As his Majesty may probably call for his service upon an extraordinary occasion very suddenly, his company is to be kept together, and his ship in readiness.

Underwritten: The like to Captain Clements, of the Greyhound; Captain Lassells,[6] of the Garland; and Captain Trotter,[6] of the Speedwell—all in the Downs.

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[1] Probably the Lark, a 6th-rate (i. 278, *supra*, and No. 2342, *infra*).

[2] See ii. 218 *n. supra.*

[3] Resident commissioner of the navy at Portsmouth. *D.N.B* xiv. 251.

[4] Probably the Sapphire, a 5th-rate (i. 277, *supra*, and No. 2342, *infra*).

[5] See ii. 113 *n. supra.*

[6] See note to No. 2181.

2315. [p. 117.] 29 *May. S. P. to the commander of any of his Majesty's yachts that shall be at Dieppe.*—To receive on board a bed and such other things as shall be brought him for the Duchess of Richmond,[1] and bring them carefully over.

2316. [p. 118.] 29 *May. S. P. to Mr. Stockdale,*[2] Dover.—Since writing the above [2309], finds that Franklin,[3] one of the masters he mentions, hath been applying himself here for a pass, but for a vessel of another name. Sends a copy of his affidavit that she is 'all English propriety and her company English,' and will stop the issuing of any pass upon this affidavit until he hears from him. Desires speedy information, whilst Franklin[3] is in town and within reach [2333].

Underwritten: '*Vide* 3 leaves backward'—*i.e.* to p. 115 (No. 2309).

2317. [p. 118.] 30 *May. S. P. to Captain Houlding.*[4]—Encloses the king's warrant for his hastening to the Downs.

Underwritten: 'The like to Captain Trevanion,[5] of the Yarmouth; Captain Story,[4] of the Portsmouth; Captain Killigrew,[6] of the Harwich (sent 11 June); Sir John Berry,[7] of the Bristol; and Captain Voteer, of the Ann and Christopher.'

2318. [p. 119.] 31 *May. S. P. to Captain Sanderson,* Portsmouth yacht, at Greenwich.—To give Mr. Browne passage to Dieppe, 'when you go thither, in pursuance of his Majesty's orders, for my Lady Hamilton.'

2319. [p. 119]. 31 *May. S. P. to Captain Trevanion,* Assistance,[8] in the Hope.—Thanks for his account of his daily proceedings in the fitting of his ship.

2320. [p. 119.] 3 *June. S. P. to the Navy Board.*—Understanding by several of the commanders of the ships now going forth that 'through the fulness of employment that seamen now meet with among merchantmen they find great difficulty in manning the king's ships, and that not being permitted to help themselves by pressing 'tis their desire that they may be allowed to invite seamen by beating of drums in the places usual; and this the rather for the advertising seamen of their ships being ready to receive them, for want whereof (as they apprehend) several do not appear who have some time since offered them their services,' the writer acquaints the board herewith, that if they apprehend no inconvenience in it, they are to desire of Sir John Robinson[1] the use of some of his drums in such manner as heretofore on like occasions [2322].

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[1] See *D. N. B.* lv. 80.

[2] Collector of customs at Dover [2749].

[3] MS. 'Francklyn.' See also note to No. 2333.

[4] MS. 'Holden.' Captain William Houlding had been appointed commander of the Assurance on 22 Apr. 1675, and had been transferred five days after to the Assistance, by a commission dated 27 Apr. (see i. 366, *supra*, under 'Holden').

[5] See notes to No. 2304.

[6] *D.N.B.* xxxi. 109. See note to No. 2266.

[7] *D. N. B.* iv. 398. Sir John Berry had been transferred from the Swallow to the Bristol on 28 Apr. (i. 324, *supra*).

[8] Captain Trevanion was commander of the Yarmouth (see note to No. 2304). The Assistance was Captain Houlding's ship [2304].

2321. [p. 120.] 5 *June. The same to the same.*—Finding that some have again suggested to his Majesty that the Wivenhoe fireship will through her weakness and smallness be a vessel very unfit to send to Sir John Narbrough [2279], the writer desires their joint opinion in this matter.

2322. [p. 120.] 5 *June. S. P. to Captain Killigrew,*[2] of the Harwich, in the Hope.—'During peace it hath not been the practice, nor doth his Majesty think it convenient, to give way to the pressing of men in the particular case of the ships now going out,' but the officers of the navy will desire the Lieutenant of the Tower to employ a drum or two to beat for volunteers, as hath been usual in like cases [2320, 2353]. His stores and provisions will be hastened down.

2323. [p. 121.] 5 *June. S. P. to Captain Kempthorne,*[3] Monmouth yacht, at Portsmouth.—The Lord Lieutenant of Ireland is expecting him with earnestness.

2324. [p. 121.] 5 *June. S. P. to the Navy Board.*—Returns the papers about the state of the galley at Tangier, and Mr. Beverley's letters [2306].

2325. [p. 121.] 8 *June. S. P. to Sir John Berry,*[4] Bristol, in the Downs.—Hopes he will find the good effects of the care he has taken for completing his number of men from Dover and the parts thereabouts. Encloses orders for his proceeding to Newfoundland. 'In this present juncture of time it will be fitting that in your passing through the Channel you be more than ordinarily careful in exacting from all foreigners' ships you shall meet with what by the lord admiral's instructions you are directed to require from them.'

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[1] Lieutenant of the Tower [2322].

[2] See note to No. 2266.

[3] See ii. 113 *n. supra.*

[4] See note to No. 2317

Margin: 'It will behoove him to be extra careful in exacting all due obeisance to his Majesty's flag from foreigners.'

2326. [p. 122.] 8 *June. S. P. to Captain Story,*[1] of the Portsmouth, in the Downs.—Is sorry to find he is in so great want of men.

2327. [p. 122.] 8 *June. S. P. to the Navy Board.*—Certifies that Captain Anguish has delivered in a journal of his proceedings in the Deptford ketch, from his going out from Deptford to his surrendering his command to Captain Waltham.[2]

2328. [p. 122.] 8 *June. S. P. to Captain Booth,*[3] Pearl, Downs.—Has received his of the 5th, and thanks him for his account of his late business at Hythe. Has transmitted the demands of his boatswain and carpenter to the officers of the navy, who will speedily supply him with stores [2329].

2329. [p. 123.] 8 *June. S. P. to the Navy Board.*—Transmits them a demand of stores for the Pearl [2328]. To send after the Assistance some small things of her boatswain's stores that were left behind upon her sailing out of the River [2341].

2330. [p. 123.] 8 *June. S. P. to Commissioner Deane,*[4] at Portsmouth.—His Majesty cannot come down at the launching the ship this spring,[5] but she is to lie on the stocks until his further order. He is at liberty to come up and hasten the launching of the Sapphire, the service of Sallee calling for her.

2331. [p. 124.] 8 *June. S. P. to Captain Houlding,* of the Assistance in the Downs.—Has written to the officers of the navy to hasten down the stores he left behind [2329]. Presses him to complete his number of men, and put his ship in a condition for service.

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[1] See note to No. 2304.

[2] See Nos. 1913 and 1916.

[3] See ii. 218 *n. supra.*

[4] Resident commissioner of the navy at Portsmouth. *D. N. B.* xiv. 251.

[5] *I.e.* spring-tide. The ship referred to was probably the Royal James (see p. 65 *n. infra*).

2332. [p. 124.] 8 *June*. *S. P. to Captain Clements*, Greyhound, in the Downs.—To bring his ship up to Sheerness to be refitted [2334]. His gunner is dismissed, and one Christopher Taylor appointed in his room; in the meantime he is to discharge the other from his restraint [2173].

2333. [p. 125.] 8 *June*. *S. P. to Mr. Stockdale*,[1] of Dover.—The lords have not met since his last letters, but he is still to stop Brown, master of the William and James [2575] unless he delivers up the pass [2309, 2316]. Mr. Claude Hays[2] alleges that the property as well of Brown's as Franklin's[3] ship does solely belong to him and Mr. Nepueu[4] of Dover, which he did not doubt of clearing to their lordships' full satisfaction; however, the writer acquainted him that till he had done so the lords would not suffer their pass to be made use of upon the said ship, and that unless they could very well make it out they would severely punish the master for the cheat put upon them by the affidavit made by him. Desires to understand what further he has to offer to satisfy the king and lords touching the falseness of the affidavit made by the said Brown, 'it being as little justifiable to offer this injury to the owners in case our suspicions be not well grounded, as it would be to let the vessel go in case they prove reasonable.'

2334. [p. 126.] 9 *June*. 'Sent to Sheerness.' *S. P. to Captain Clements*, Greyhound.—To bring his ship up to Woolwich instead of Sheerness [2332].

2335. [p. 126.] 10 *June*. *S. P. to Mr. Brereton*.[5]—Hears from Sir John Berry,[6] commander of the Bristol, in the Downs, that the muster-master at Deal coming on board to muster him, he could not give him a perfect muster-book without one to compare it with. Desires him to cause one to be sent after him to the Downs.

2336. [p. 126.] 10 *June*. *S. P. to Colonel Piper*,[7] Plymouth.—Thanks him for his constant advices of what passes in his port, and particularly for his account of the 6th of what hath happened at Dominica.[1]

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[1] Collector of customs at Dover [2749].

[2] Mr. Claude Hays was a London merchant (*Cal. S. P. Dom.* 1673–5, p. 343).

[3] MS. 'Franklyn,' and elsewhere 'Frankline' and 'Franklyne.'

[4] MS. 'Nephew.' See *Cal. S. P. Dom.* 1673–5, p. 343.

[5] Clerk of the check at Woolwich [2442].

[6] See note to No. 2317.

[7] Deputy-governor of Plymouth [2667]

2337. [p. 127.] 10 *June. S. P. to Captain Story*,[2] of the Portsmouth, Downs.—To have his ship in readiness.

2338. [p. 127.] 10 *June. S. P. to Mr. Butler*,[3] at Boston, Lincolnshire.—Having been lately shown by Mr. Secretary Coventry[4] a letter of his of the 5th inst. directed to Mr. Cooke,[5] wherein he advises him of a report given him by one Daniel Watson, master of a vessel of Boston lately come from Norway, 'touching a French caper he lately met with, who offered him not only personal injury but expressed great indignity towards his Majesty, commanding him to strike to the King of France's colours,' the writer desires him to obtain from the said master a sworn narrative of what passed between him and the caper, and as perfect a description of the vessel as he can.

2339. [p. 128.] 10 *June. S. P. to the Navy Board.*—Sends a transcript of Sir John Narbrough's letter about sheathing [2350] that they may compare his observation of his ship, the Henrietta, with what they have observed of the like nature upon the Phœnix, Eagle, or any other vessel so sheathed. Has also given a like transcript of what he says about stores to be sent to Malta.

2340. [p. 128.] 11 *June. S. P. to Captain Voteer*,[6] Hope.—Desires an account of the reason of his stay in the Hope.

2341. [p. 129.] 12 *June. S. P. to the Navy Board.*—The stores left behind by the Assistance are not yet come to her [2329]. Desires a copy of the account they have received from the officers of the Mary yacht touching the manner of her being lost,[7] that if blameworthy they may be called to an account. To give despatch to the Deptford ketch and Saudados,[8] as also to the Greyhound so soon as she shall come up to Woolwich.

2342. [p. 129.] 12 *June. S. P. to Commissioner Deane*,[9] Portsmouth.—Hopes the launching of the Sapphire will not be delayed; the Lark was launched yesterday that is to accompany her. The king is now 'very intent' upon his journey to Portsmouth to the launching of the Royal James, and intends to come by sea.

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[1] MS. 'Dominico.'

[2] See note to No. 2304.

[3] Collector of customs at Boston [2376].

[4] *D. N. B.* xii. 357.

[5] See note to No. 2529.

[6] Commander of the Ann and Christopher fireship [2317].

[7] See note to No. 2242.

[8] See ii. 9 *n. supra.*

[9] Resident commissioner of the navy at Portsmouth. *D. N. B.* xiv. 251.

2343. [p. 130.] 12 *June. S. P. to Captain Houlding,*[1] of the Assistance, in the Downs.—Has written to the officers of the navy to hasten down his stores [2341].

2344. [p. 130.] 12 *June. S. P. to Sir William Poole,*[2] of the St. David, at Plymouth.—Has received his of the 8th from Plymouth Sound, and is glad of his safe return.

2345. [p. 130.] 12 *June. S. P. to Captain Story,*[1] of the Portsmouth, in the Downs.—Hopes he will find some speedy means for bettering his complement of men.

2346. [p. 131.] 14 *June. S. P. to the Navy Board.*—Encloses his Majesty's warrant for the fitting forth of the Lark to attend him to Portsmouth next week [2342, 2352]. The king being 'much intent' upon the well sailing of this vessel, has commanded him to write to Sir Thomas Chicheley[3] for some broken guns and unserviceable shot towards her ballasting [2347]. The board are to inform themselves from the office of the ordnance whether any be to be expected, and accordingly direct her gunner to look after it.

2347. [p. 131.] 14 *June. S. P. to Sir Thomas Chicheley.*[3]—Encloses his Majesty's warrant for the fitting forth of the Lark. Desires him to furnish her with ballast [2346].

2348. [p. 132.] 14 *June. S. P. to Mr. Pett,*[4] master-shipwright at Chatham.—The Katherine yacht to be forthwith fitted and cleaned.

2349. [p. 132.] 14 *June. S. P. to Captain Lovell,*[5] Katherine yacht.—To sail to Chatham [2348].

2350. [p. 132.] *Monday,* 14 *June. S. P. to Sir John Narbrough,*[6] at Livorne.—Has received his letters of 11, 14 and 26 April and 1 and 22 May, and therefore the packet he committed to Captain Fenn, commander of the Paragon, merchantman, with the articles of peace confirmed by the people of Tunis [2279]. Has moved the king in behalf of what he propounds touching a salary for Mr. Baker, the consul there, though cannot yet give him any perfect answer to it, as increasing the king's charge, which will in course call for some time in the settling of. The king and lords have readily agreed to what the government of Tunis desires touching a liberty to be granted to the English merchants to transport masts, iron, and shot thither. 'Those of Tunis have been very just in denying longer entertainment to the Sallee man-of-war; and I do join with you in esteeming it a very good fortune that the ships of his Majesty's subjects have so well escaped him, and the Tripolines also, while there was so many and those rich ones then in the Straits, which, thanks be to God, are since well come home.'

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[1] See note to No. 2317.
[2] See ii. 264 *n. supra.*
[3] Master-general of the ordnance. *D. N. B.* x. 231.
[4] See ii. 92 *n. supra.*
[5] Charnock, *Biog. Nav.* i. 347.
[6] *D. N. B.* xl. 89.

It is without doubt a great temptation and provocation to the Algerines[1] and the Turks of other places in amity with us to see foreign ships pass by them under English colours, and his Majesty hath resolved to use all means for the suppressing of the practice of his subjects, merchants abroad, and hath particularly determined upon a proclamation. In the meantime no ships of war bound to the Straits shall depart hence without an instruction of appearing before Argeir and Tunis for the end he proposes.

The king is very thoroughly satisfied with his confirming the articles of peace with Tunis, wishing that the like could upon honourable terms be obtained with them of Tripoli. Towards which he has taken notice of his industry in getting his ships despatched at Livorne, in spite of the unkindness of that place [2279], whereof his Majesty has expressed his resentment both to the minister of the Duke of Florence here, and by letters to the duke himself; though it is some sort of satisfaction to him that it 'hath not arisen so much from any particular disregard to his Majesty as from the consideration of their finding it necessary for them to be observed treating him in this manner the better to justify their doing the like to the King of France when occasion shall call for it.'

His news of the death of the Dey of Tripoli is very welcome, as it may much conduce to an accommodation. In expectation of which the king and lords 'have come to some fresh resolutions touching the terms upon which you may admit of a treaty with that people in case upon your return to that coast you find them either offering or inclining to any overtures of that kind, which resolutions you will have signified to you from his Majesty by Mr. Secretary Coventry[1] (whereto I refer you) to the following effect, namely: that in case they will submit to the present discharging of all persons taken in the Hunter and Martin, and any other of his Majesty's subjects' ships since the last breach with them (including therein strangers as well as the king's own subjects), and that some heads may be taken off in acknowledgment of their disowning of the proceedings of their late Dey, and those with him by whose advice and assistance the articles of peace with his Majesty were first broken, you may accept of that in satisfaction for the wrongs his Majesty and his subjects have received from them, without insisting upon any restitution of goods or their value, which upon the considerations you mention his Majesty doth incline to think is not to be obtained from them, and therefore is pleased to depart from his first determination of insisting upon restitution, and content himself with this of their discharging persons and taking off of heads.'

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[1] MS. 'Argereens.'

Hopes the Mary Rose is ere this with him from Tangier. The Guernsey is directed wholly to the service of Sallee, and he is not to expect her. The Assistance is in the Downs in expectation of some Levant ships which she is to convoy to him. The Portsmouth is there ready to sail, but is first to take in a princess (kinswoman to the queen) at Rochelle and put her ashore at Lisbon [2441]. The Harwich and Yarmouth, with the Holmes and Ann and Christopher fireships, will come to him after they have attended the king to Portsmouth, 'where he is pleased to resolve of entertaining himself with the launching of a new first-rate ship (a third Royal James)'[2] [2342], which will detain them about 14 days. The Swallow and Dartmouth have been at sea upon their way to him a month since their departure from the Downs.

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[1] *D. N. B.* xii. 357.

[2] The first Royal James, of 1,108 tons, was built at Woolwich by Christopher Pett in 1658, but she was burnt at Chatham by the Dutch, 13 June, 1667. The second, of 1,465 tons, was built at Portsmouth by Deane in 1671, but was burnt in the action of 28 May, 1672. The same builder was now replacing her by a vessel of 1,422 tons (i. 266, *supra*).

Has informed the king of his observation touching lead sheathing [2339] and the extraordinary damage arising to the ironwork from it [2832]. 'Yet he doth not seem to incline to your philosophy upon it, by which you do impute that excess of rust in the iron to its being covered with lead and nailed with copper nails, it not appearing to him how lead and nails should have any such effect upon the iron. However, (as I told you) it doth administer matter both to you there and the officers of the navy here for having more particular regard for the future to the condition of the ironwork of ships so sheathed which shall hereafter fall within their and your view, and in the mean time hath led his Majesty to the making this use of that other part of your note which relates to the seas washing away by degrees the very substance of the lead, to direct the officers of the navy to consider whether it may not be reasonable to increase something the thickness of our lead sheathing, in order to its better resisting the force and fretting virtue of the sea.'[1]

The king is greatly satisfied that the ships he has with him will be so well supplied (as he says) for 6 months' service at his departure from Livorne, within which time supplies can be lodged at Malta for him and a hulk also from Tangier [2292] for careening the ships by, the reasons he has given having satisfied both the king and lords in the fitness of that place before any other for the seat of his action and the rendezvous of all ships and intelligence [2279]. The king is the more satisfied with his choice of Malta from the civil usage he has received and is promised from the Grand Master, who, however, is dissatisfied at his not saluting him 'in such manner as he pretends a right of being saluted.' The king and lords send him orders to inform himself in what manner the ships of the Kings of France and Spain use to salute that place and conform thereto.

The king expects the result of his further inquiries [2536] touching the 'practicableness and probable success' of sinking a vessel in the mouth of the port of Tripoli [2244].

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[1] The effects here noticed were due to the electrolytic action of sea-water. See ii. 184 *n. supra.*

He likes very well of the method he propounds for annoying this troublesome people. As for Sir Thomas Clutterbuck's[1] not being satisfied with the king's making as little use as he can of the port of Livorne, his Majesty will doubtless 'put more weight upon the value of his own service, which has suffered so much from that place [2279], than to give way to any private consideration of Sir Thomas Clutterbuck's to the prejudice of that.'

The king and lords are satisfied with what he writes in answer to the merchants who complain of the suddenness of his breach with Tripoli [2251], 'as having been too long acquainted with the merchants' censures on other occasions to wonder at anything they say upon this.'

Encloses his Majesty's orders for his preserving to his own use such Turks or Moors as he may happen to take in ships belonging to Tripoli, 'it being likely to turn to better account to the king that they be kept for the service of his own galley at Tangier than sold or otherwise disposed of.'

Underwritten: Duplicates of these [2350 and 2351] were sent to Livorne by Friday's post, 18 June.

2351. [p. 138.] 14 *June. S. P. to Mr. Ball,*[2] at Livorne.—To send the enclosed packet to Sir John Narbrough [2350].

2352. [p. 139.] 15 *June. S. P. to the Navy Board.*—The king refers the manning of the Lark to their discretion [2346], leaving the confirming thereof to be done at the same time when the general establishment of the fleet shall pass. The lords have committed it to Mr. Speaker[3] to solicit the lord treasurer for a supply of money for procuring the stores the board propound to be sent to Malta [2369], and they are to inform themselves from him in the issue of his solicitations. As a formal estimate must be presented to his Majesty in council and passed there in order to a privy seal for these stores, they are to send it hither against to-morrow's council in the afternoon. Desires to know what money for contingencies will be needful to be sent to Sir John Narbrough [2350]. The king and lords approve their proposal of having the victuals to be supplied at Tangier furnished out of the present stores remaining here.

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[1] Sir Thomas Clutterbuck was victualler for the Mediterranean, and had a house at Leghorn. See also ii. 236 *n. supra.*

[2] Consul at Leghorn [2435].

[3] See ii. 49 *n. supra.*

2353. [p. 140.] 15 *June. S. P. to Captain Killigrew*,[1] of the Harwich, in the Hope.—Has moved the king and lords touching the difficulties he meets with in the manning of his ship, and the little effects he has had of the beating of drums or other means used [2322], who have thereupon granted him the press-warrant enclosed, limiting him to taking men only out of ships homewards bound, in the execution whereof he is to exercise all circumspection [2356].

2354. [p. 140.] 15 *June. S. P. to Commissioner Deane.*[2]—Concurs in his staying at Portsmouth till his ship there be launched,[3] but hopes that his not being at Harwich will occasion no delay to the launching of the ship there,[4] whose service is very much called for at Sallee.

2355. [p. 141.] 16 *June. S. P. to Boatswain Andrews*, boatswain of the Holmes.—Notwithstanding the protection which he may possibly suppose his present employment upon the Holmes and her being ready to go to sea may give him, the king and lords expect him to give satisfaction either by payment or security to the parties concerned in the enclosed petition.

Underwritten: 'The petition of Simon Trout showing that this Andrews is indebted to them 8*l.* for meat, &c., which he refuseth to pay; they pray leave to arrest him.'

2356. [p. 141.] 16 *June. S. P. to Captain Trevanion*,[5] of the Assistance, in the Downs.—Having acquainted the king and lords with the difficulties he and the other commanders of the ships now going out meet with in completing their numbers of men, they have directed the issue of press-warrants [2353], whereof one is enclosed. Desires him to be very careful in its execution [2378–82]: particularly when taking men from ships inward bound to leave enough on board to bring them safe into harbour.

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[1] *D. N. B.* xxxi. 109. See note to No. 2266.

[2] Resident commissioner of the navy at Portsmouth. *D. N. B.* xiv. 251.

[3] The Royal James [2342].

[4] The Sapphire, a 5th-rate of 333 tons and 32 guns, built at Harwich by Anthony Deane (i. 276, *supra*).

[5] See note to No. 2319.

2357. [p. 142.] 17 *June. S. P. to Colonel Piper*,[1] at Plymouth.—Thanks for his of the 13th, giving an account of the Bristol's putting into his port and the St. David's sailing thence towards the Downs.

2358. [p. 142.] 17 *June. S. P. to Captain Booth*,[2] Pearl, in the Downs.—Is glad his ship is in so good a readiness.

2359. [p. 142.] 17 *June. S. P. to Captain Houlding*,[3] of the Assistance, Downs.—To give passage to Mr. John Bland to Tangier.

2360. [p. 143.] 18 *June. S. P. to Captain Herbert*.[4]—To prepare and send by to-morrow morning to the lords a narrative of his late rencounter with the French men-of-war [2303].

2361. [p. 143.] 18 *June. S. P. to Captain Hamilton*, commander of the Mary Rose, in the Straits.—Sends him a commission [5] to succeed Sir John Duteil [6] in command of the Margaret galley at Tangier. Sir John Narbrough [2350] is directed, in case he shall think fit to keep the Mary Rose with him, to find some opportunity for sending him to Tangier and deliver the commission sent him for Lieutenant Coppow [7] to command the ship. But if she shall not be in condition to be continued abroad, Sir J. N. is to send her presently home with orders to put him ashore at Tangier as she passes by.

2362. [p. 143.] 18 *June. S. P. to the Navy Board*.—Desires them to consider whether ships under the 4th rate designed against Sallee and Tripoli should not be furnished with oars. They are to hasten the building of the flyboat by Mr. Pett [8] at Woodbridge [2247], the king (not seldom) inquiring after her despatch; to hasten also the report of the clerks (pursuant to the lords' letter of 10 May) relating to the business of Mr. Jones's discoveries [2574]. One of the ships designed for the Straits (he supposes the Yarmouth) will be ordered to call at Tangier for taking the hulk thence to Malta [2292], and she will probably be going away about

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[1] Deputy-governor of Plymouth [2667].

[2] See ii. 218 *n. supra.*

[3] See note to No. 2317.

[4] See note to No. 2302.

[5] Dated 18 June, 1675 (i. 359, *supra*).

[6] See ii. 207 *n. supra.*

[7] William Coppow was lieutenant of the Mary Rose. His commission as captain is dated 18 June, 1675 (i. 338, *supra*).

[8] Mr. Phineas Pett, the master-shipwright at Chatham [2247]. See also ii. 92 *n. supra.*

14 days hence, so soon as she hath attended his Majesty with the rest to Portsmouth [2342].

2363. [p. 144.] 18 *June. S. P. to Captain Killigrew,*[1] commander of the Harwich, in the Hope.—The king expects to have his ship's company with him to Portsmouth [2342]. He is to set sail from hence with the yachts upon Wednesday or Thursday next.

2364. [p. 145.] 18 *June. S. P. to Captain Houlding,*[2] of the Assistance, in the Downs.—Is assured by the Turkey Company that the Scipio (the chief of the two ships[3] he is to convoy) is already in the Downs and that the other will suddenly be there, but in case she come not before the wind is fair he is not to stay for her [2402].

2365. [p. 145.] 19 *June. S. P. to Captain Trevanion,*[2] of the Yarmouth, in the Downs.—The officers of the navy have directions to allow as supernumeraries to his complement of men such as are sent on board him by his Majesty's particular order to serve as midshipmen extraordinary or volunteers [2248].

2366. [p. 146.] 19 *June. S. P. to Captain William Coleman,*[4] at Plymouth.—Thanks for his of the 15th, giving advice of his laying the buoy on the sunken rock he mentions at the coming into Plymouth.

2367. [p. 146.] 19 *June. S. P. to Captain Story,*[2] of the Portsmouth, in the Downs.—Encloses the king's warrant for staying him to attend him, with the rest of the ships now in the Downs, in his passage to Portsmouth [2342]. His number of men will be increased if the officers of the navy 'shall deliver it as their opinion that it is necessary.'

2368. [p. 147.] 19 *June. S. P. to Captain Fasby,* Cleveland yacht, at Greenwich.—After he has landed the Prince of Neuburg[5] at Dieppe, he is to return to Portsmouth for further orders.

2369. [p. 147.] 19 *June. S. P. to Mr. Speaker.*[6]—The particulars he required this day for moving the lord treasurer for some supplies of money thereon [2352] were these: (1) 'For the enabling the officers of the navy to proceed upon the repair of the fleet, and saving the season for providing and bringing in of materials towards the same (through the want whereof they are said to be at this day at an almost total stop therein)'—144,016*l.* (2) 'Towards the providing of materials and stores for the magazine required for maintaining the whole fleet when repaired for 8 months' sea service'—95,083*l.* 16*s.* 7*d.* (3) 'For the providing of stores to be lodged at Malta for answering the wants of the fleet under Sir John Narbrough'—4,712*l.* 'To these three particulars which his Majesty was pleased to commit to your soliciting my lord treasurer about this day sevennight [2352] there are added upon discourse had thereon by my lords of the admiralty with the officers of the navy this day: (4) The making good 16,000*l.* by them said to be yet in arrear upon their assignations on the assessment. (5) The payment off of the St. David newly come home from the Barbados. (6) The enabling the officers of the navy to pay themselves their own salaries.'

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[1] *D. N. B.* xxxi. 109. See note to No. 2266. [2] See note to No. 2304.

[3] The other was the Mary, a 'Maligo man' (Teonge, *Diary*, p. 13).

[4] Collector of customs at Plymouth [2948].

[5] MS. 'Newburgh.' [6] See ii. 49 *n. supra.*

2370. [p. 148.] 20 *June. S. P. to Mr. Pett,*[1] Woolwich.—To cause the Portsmouth yacht to be refitted and cleaned for some present service with all despatch.

2371. [p. 148.] 21 *June. S. P. to the Contractors for Victualling.*[2]—To attend the lords at the navy office in Mark Lane, at 9 in the morning, on Tuesday, 22 June, to complete the business of the victualling contract.

2372. [p. 149.] 22 *June. S. P. to Captain Williams,*[3] Holmes fireship, in the Hope.—To give advice of the condition of his ship, as he is expected in the Downs to attend his Majesty to Portsmouth [2342].

2373. [p. 149.] 22 *June. S. P. to Sir William Poole,*[4] of the St. David, at Erith.—The king permits his coming to town as soon as he has brought his ship to her moorings at Woolwich. Doubts not that he is preparing his books for her discharge, and will speedily send up his journal.

2374. [p. 149.] 22 *June. S. P. to the Navy Board.*—

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[1] Master-shipwright at Woolwich. See ii. 92 *n. supra.*

[2] See No. 738.

[3] Captain Henry Williams, commander of the Assurance, had been appointed to the Wivenhoe fireship [2321] and then to the Holmes fireship, both commissions being dated 25 May, 1675 (i. 424, *supra*).

[4] See ii. 264 *n. supra.*

Encloses a copy of a letter from Captain Stout,[1] of the Success, with a particular of stores he hath been supplied with at Livorne.

2375. [p. 150.] 22 *June. S. P. to Mr. Brett,*[2] a commissioner for admiral's rights, at St. James's.—Has moved the lords touching his paper about the charge of the sick men put on shore at Portland out of the ship Arms of Horn. They desire to know 'what it is that is to be said for the removing the said charge from being borne by the admiral (to whose single benefit the profit arising from the said wreck hath accrued) to the king, who received no advantage therefrom, nor hath at any time borne any such charge.'

2376. [p. 150.] 22 *June. S. P. to Mr. Butler,* collector of the customs at Boston.—Thanks him for his letter of the 16th and his affidavit touching the truth of what has been lately reported to him by one Watson, master of a vessel of Boston, concerning the affront done to the king by the French privateers. As Watson has gone to sea leaving his report imperfect, all that can be done at present is to desire that he will advise the writer of Watson's return to Boston.

2377. [p. 151.] 23 *June. S. P. to the Navy Board.*—Encloses an extract from Sir John Narbrough[3] desiring a supply of long oars and coals [2402]. All the king's ships bound for the Straits are now in the Downs, and consequently too far advanced for transporting stores or doing anything else outward-bound relating to the service of Tripoli, other than the taking on of the artificers and 20 men they propound to be sent to the hulk, and taking the hulk along with them from Tangier [2362].

2378. [p. 151.] 23 *June. S. P. to Captain Preistman,*[4] of the Lark.—Doubts not ere this he has by the help of the press-warrant sent him from the lords [2356] fully manned his ship; is therefore to desire him to be very tender of making any further use of it.

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[1] Captain Robert Stout, formerly commander of the Warspite [1323], had been appointed to command the Success by a commission dated 15 June, 1674 (i. 410, *supra*). He is wrongly described as still commander of the Warspite in the note to No. 1585.

[2] See No. 116.

[3] *D. N. B.* xl. 89.

[4] Captain Henry Preistman had formerly commanded the Richmond [1170]. His commission to the Lark, a new 6th-rate [2310], is dated 11 June, 1675 (i. 395, *supra*).

2379. [p. 152.] 23 *June. S. P. to Captain Harman,*[1] of the Sapphire.—He is not to use the press-warrant lately sent him [2356] unless there be an absolute necessity for it.

2380. [p. 152.] 23 *June. S. P. to Captain Killigrew,*[2] of the Harwich, in the Downs.—Desires that being now manned, or near it, he will be very tender in making any further use of his press-warrant.

2381. [p. 153.] 23 *June. S. P. to Captain Trevanion,*[3] Downs.—Is glad he is so fully manned and has no occasion to make use of his press-warrant [2356]; 'his Majesty's intentions being that it should be employed no otherwise than for the supplying such present wants of men as no other means could furnish you with, and that being done, to be laid aside, that no unneedful interruption be given to the merchants in their trade.'

2382. [p. 153.] 23 *June. S. P. to Captain Story.*[4]—Hopes ere this his ship is completely manned; he is to be very tender of making any further use of his press-warrant.

2383. [p. 153.] 23 *June. S. P. to Captain Booth,*[5] Pearl, Downs.—The Duke of Monmouth having this evening informed the king that the horses which he was to convoy to Calais are shipped, but that, the wind being out of the way and his orders limiting him to depart last night, he is in pursuance of them returned to the Downs; and his Grace moving his Majesty that his orders may be renewed for a longer time, which some alteration in the suddenness of his Majesty's departure happens to give way to [2342], it is the king's pleasure that he take again into his convoy the said vessel with horses, provided that he is back in the Downs before Sunday.

2384. [p. 154.] 23 *June.* 'Sent by express at 12 at night.' *S. P. to Commissioner Deane.*[6]—To launch the ship on the 29th, it being the king's full purpose to be there then if possible, he seeming to have a great desire to be [2386].

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[1] Captain Thomas Harman had formerly commanded the Tiger. His commission to the Sapphire, a new 5th-rate [2312], is dated 12 June, 1675 (i. 360, *supra*). He should not be confused with Captain William Harman, commander of the Bristol, to whom letters in this volume are also addressed. See also ii. 88 *n. supra.*

[2] *D. N. B.* xxxi. 109. See note to No. 2266.

[3] Commander of the Yarmouth [2365]. See note to No. 2304.

[4] Commander of the Portsmouth [2337]. See note to No. 2304.

[5] See ii. 218 *n. supra.*

[6] Resident commissioner of the navy at Portsmouth. *D. N. B.* xiv. 251.

2385. [p. 154.] Thursday night, 24 *June. S. P. to the respective commanders of his Majesty's ships and vessels undernamed.*[1]—To fall down to Gravesend, the king purposing to embark there on board one of his said yachts on Saturday morning next for his intended voyage to Portsmouth [2342].

Undernamed: Greyhound, Saudados, Lark; Portsmouth, Anne, Katherine, and Richmond yachts.

2386. [p. 155.] 24 *June. S. P. to Commissioner Deane,*[2] at Portsmouth.—The king will embark on Saturday [2385]. The writer purposes to come by land, setting out on Sunday.

2387. [p. 155.] 24 *June,* 'past 12 at night.' *S. P. to Mr. St. Michel,*[3] at Deal.—He is to give notice to the ships in the Downs that the king purposes to embark upon his yachts for Portsmouth [2342] on Saturday morning next, at Gravesend, that they may be ready to attend him thither at his passing through the Downs.

2388. [p. 155.] 25 *June. S. P. to Captain Sanderson,* Portsmouth yacht, at Greenwich.—To attend the Duke of Monmouth in his passage with the king to Portsmouth [2387].

2389. [p. 156.] 25 *June. S. P. to Captain Jenifer,* Saudados,[4] at Deptford.—To attend Lord Ossory in his passage with the king to Portsmouth [2387].

2390. [p. 156.] 25 *June. S. P. to Captain Waltham,* Deptford ketch, at Deptford.—To receive such provisions, goods, and persons as shall be directed on board him from Sir Stephen Fox[5] [2396], whose orders he is also further to obey in reference to his attending his Majesty to and from Portsmouth [2387].

2391. [p. 156.] 25 *June. S. P. to Captain Day,* Bezan yacht, at Deptford.—To carry Don Ignacio de Mira to the Downs and put him on board the Portsmouth [2395].

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[1] *I.e.* Captains Clements [2332], Jenifer [2389], Preistman [2378]; Sanderson [2388], Gunman [2414], Lovell [2412], and Tyte [2466].

[2] See note to No. 2384.

[3] Balthazar St. Michel, the brother-in-law of Pepys, was muster-master at Deal. This letter, as is usually the case in this correspondence, is addressed to 'Mr. Mitchell,' and begins 'Brother Balty.'

[4] See ii. 9 *n. supra.*

[5] Paymaster-general (*D. N. B.* xx. 134).

2392. [p. 157.] 25 *June. S. P. to Commissioner Haddock.*[1]—Will make use of him as well for the directing any papers to him which he shall have occasion to send towards the king, as for his acquainting the writer by every opportunity with the king's proceedings at sea, directing his letters to him at Derby House. He is to direct the like accounts from time to time to Mr. Secretary Williamson[2] at his office at Whitehall, 'that he may daily know the king's motions while he is at sea by some body which will be always at sea with him.'

2393. [p. 157.] 25 *June. S. P. to Captain Killigrew.*[3] —Lest his letter to Deal should miscarry [2387], this is to say 'that his Majesty purposes to set forth with his yachts towards the Downs to-morrow morning, in expectation of finding you and all the rest of his ships with you in the Downs ready upon his arrival to accompany him thence to Portsmouth.' Desires him to communicate this to every one of the said commanders [2394].

2394. [p. 158.] 25 *June. S. P. to Mr. St. Michel,*[4] in the Downs.—Lest his of last night should miscarry [2387], the writer repeats the substance of it [2393].

2395. [p. 159.[5]] 25 *June.* 'Sent by express past 12 at night.' *S. P. to Captain Story,*[6] Portsmouth, in the Downs. —Encloses the king's warrant for his taking in a Portuguese gentleman [2391] with his company and goods, who is setting out towards him in the Bezan this afternoon, whom he is to transport to Rochelle. But if the Bezan should not be with him before the king's coming [2387], he is to attend his Majesty for his further pleasure.

2396. [p. 158.] 26 *June. S. P. to Captain Waltham,* Deptford ketch.—The Kitchen yacht being now come to Gravesend, he is to deliver to her the things put on board him yesterday [2390, 2397], and then to repair to Deptford for further orders [2399].

2397. [p. 158.] 26 *June. S. P. to Captain Wright,*[7] Kitchen yacht.—To receive all things from the Deptford ketch [2390, 2396], and then to attend the king, following such orders in his further proceedings as he shall receive from Sir Stephen Fox,[1] or in his absence the chief officer belonging to the Board of Green Cloth.

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[1] See ii. 36 *n. supra.*

[2] *D. N. B.* lxii. 2.

[3] Commander of the Harwich [2380]. See note to No. 2266.

[4] See note to No. 2387. This letter begins 'Brother.'

[5] In the MS. this letter follows No. 2397.

[6] See note to No. 2304.

[7] See ii. 12 *n. supra.*

2398. [p. 159.] 26 *June. S. P. to Commissioner Deane.*[2]—His Majesty is gone towards Portsmouth this morning [2387].

2399. [p. 160.] 28 *June. S. P. to Captain Waltham*, Deptford ketch, at Deptford.—To carry what goods and persons shall be sent on board him by the Duchess of Portsmouth to Southampton, where he will receive further orders touching his proceeding thence to Brest.

2400. [p. 160.] Portsmouth, 30 *June. S. P. to Mr. Secretary Williamson*,[3] at Whitehall.—'I reached this place yesterday noon, at which time the new ship was very happily launched [2342], but without any tidings of his Majesty till about the same hour this day, when his Royal Highness came in with the Anne,[4] in company with the Portsmouth yacht, from whom I have understood his Majesty's proceedings from the Downs to have been as follows:—

'He passed the Downs early on Sunday in the afternoon, the wind at WNW; was thwart the South Foreland at 3 of the clock, it being then high water, and with that ebb turned down to a little short of Hythe,[5] where he came to an anchor at 9 at night. On Monday morning between 3 and 4 his Majesty set sail, the wind at S, turning to the westward to within 4 miles of the Ness point.[6] About 7 the same morning he bore up for the Downs again, and came in there about 11, and rode there all the following night. On Tuesday morning at 3, the wind at ENE, he weighed, and lying an hour driving till the frigates could get under sail, at 4 passed the South Foreland, and at 7 was thwart the Ness,[6] then steering WSW was before 11 off of Beachy, when steering W by S and WSW they at 4 in the morning see the Isle of Wight, the island bearing NW, distant between 3 and 4 leagues, the wind at N. At past 12 that night the duke came to an anchor in Sandown Bay, the king then plying to windward, between 2 and 3 leagues short without Dunnose.[1] This morning at 5 the king was under sail about SE from the Anne, and about the same time came to an anchor, when the Anne weighed, the wind then at N and by W, and came in hither between 11 and 12 in company with the Portsmouth yacht. His Majesty and the frigates (who attend him) came not in sight of this place while we had day, but our expectations are to see him in the morning.

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[1] Paymaster-general (*D. N. B.* xx. 134).

[2] Resident commissioner of the navy at Portsmouth. *Ibid.* xiv. 251.

[3] See *ibid.* lxii. 2. This letter is in *S. P. Dom. Car. II*, 371 No. 164.

[4] *I.e.* the Anne yacht [2385].

[5] MS. 'Hide.'

[6] Dungeness.

'As to any further particulars, I have only to tell you that the Harwich carries the bell from the whole fleet, great and small; and that in case his Majesty comes not in by the morning, his Royal Highness purposes to go out again towards him, to the great discomfort of our land men, who have had enough of the sea for this bout.'

2401. [p. 162.] In Fareham[2] River, 3 *July*, '6 afternoon, going to Portsmouth.' *The same to the same.*[3]— . . . 'His Majesty, having first landed, and been entertained (noon and night) by Sir Robert Holmes[4] in the Isle of Wight on Thursday, he spent yesterday at Portsmouth, with much appearance of satisfaction in his visits afloat in the morning (and particularly from the new ship, and the yachts built by Commissioner Deane for the King of France), and on shore in the afternoon from the governor. He is this morning going to Titchfield, where he dines with Mr. Noel,[5] resolving to set out thence homeward by sea again this evening, with this (I hope) better choice in his passage that he will take it on the Harwich to the Downs, where Commissioner Haddock[6] and some others will attend him, to the lessening, though not wholly removing, the apprehensions we were lately under from the too great adventure his Majesty was then running without other security on board him than his own seamanship, and poor Clements's.'[7]

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[1] Dunnose Point, the most south-easterly point of the Isle of Wight.

[2] MS. 'Farnham.'

[3] This letter is in *S. P. Dom. Car. II*, 371, No. 215.

[4] *D. N. B.* xxvii. 194. Sir Robert Holmes was vice-admiral of Hampshire [712] and governor of the Isle of Wight.

[5] Edward Noel (Noell or Nowell), M.P., afterwards Lord Lieutenant of Hampshire (*Cal. S. P. Dom.* 1675–6, p. 577).

[6] See ii. 36 *n. supra.*

[7] Commander of the Greyhound [2334], in which the king had

'Just as I was come to the bottom of the other side I was called away to attend the king to Titchfield, where he has been very hospitably treated by Mr. Noel, and dinner being done, is returned to his yachts, to be by them transported to the Spithead, where the Harwich and the rest of the frigates expect him, with purpose of making the best of his way this evening towards London, the wind blowing at WSW very fresh, and the weather fair. God give him a good passage! He has been pleased to bestow the honour of knighthood this day on Sir John Tippetts, Sir Richard Haddock, and Sir Anthony Deane, the two former at Portsmouth (together with Sir R. Manley,[1] the deputy-governor there), and the last at Titchfield. Some work the king has set me which will keep me at Portsmouth this night, towards which I am now going from Titchfield in the new French yacht,[2] which, taking in all qualities and its little draught of water, seems to outdo anything that ever yet swam.'

Postscript.—The king is going on board the Harwich, now under sail. Desires him to dispose of the enclosed from the king to Mr. Chiffinch.[3]

2402. [p. 163.] 6 *July*. 'Sent by the Harwich.' *S. P. to Sir John Narbrough* [2408].—A duplicate of the writer's last of the 14th [2350] was sent him by the Assistance, who sailed from the Downs on the 20th, having under his convoy one of the Turkey Company's ships named the Scipio [2364, 2555]. His letters of 17 and 26 May are come to hand, the former of which brought an account of the unhappy loss of the Samuel merchantman by her running on board the Dragon. The merchants seem to be of his opinion that it was solely occasioned by the men in the Samuel not timely looking out.

The king and lords are satisfied with the so quick

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come down to Portsmouth from Gravesend [2385]. She is often referred to as a yacht (e.g. *Cal. S. P. Dom.* 1673–5, p. 470), although entered in Pepys's *Register of Ships* as a 6th-rate (i. 278, *supra*).

[1] MS. 'Sir P. Manley.' On Roger Manley, see *D. N. B.* xxxvi. 38, where, however, his appointment as deputy-governor of Portsmouth is not given.

[2] Sir Anthony Deane had built two yachts for the King of France. See No. 2420.

[3] MS. 'Chevins.' On this notorious character see *D. N. B.* x. 238.

despatch of the king's ships with him in their refitting at Livorne under the unkindnesses he met with there [2279], and that he was under sail (as his last letter mentioned) for the coast of Tripoli, hoping to find the good effects of his appearing there by those people's willingness to come to a treaty of peace upon the terms he is directed to conclude with them by his Majesty's orders of the 14th, sent to Livorne by one of his secretaries of state[1] [2350].

The navy board will send him a supply of long oars, smith's coals, and iron [2377]. The Harwich, with the Holmes and Ann and Christopher fireships, is to sail directly to Malta, and thence to the coast of Tripoli to find him out; the Yarmouth is to call at Tangier and convoy thence the Europa [2407] to Malta [2362], which is to be laid there for the lodging of stores, and assisting in the careening and refitting his squaidron.

By the king's orders enclosed, he will find what number of ships he is to keep with him for carrying on the war against Tripoli, the choice whereof is left to him; but he is to give such orders to the commanders of those he sends home as that no time may be lost in their return by their staying at any unnecessary port, several commanders having lately taken the liberty to go from port to port for their own private advantage, 'to the great dishonour of his Majesty's service and needless expense of his treasure.'

Postscript.—Has just received a letter of 29 May from the captain of the Diamond,[2] probably from Cadiz. He did then expect to sail within 4 days with purpose of touching at Tangier for a supply of victuals and stores, and then to proceed to Livorne for intelligence after him.

2403. [p. 165.] 6 *July.* 'Sent by express, past 8 at night.' *S. P. to Captain Killigrew,*[3] of the Harwich, in the Downs.—The king being returned safe hither, it is his pleasure that he hasten back to Spithead to take in what stores Sir Anthony Deane[4] shall send on board him, and that done to pursue the orders lately left with Sir A. D.

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[1] See note to No. 2197.

[2] Captain Richard Griffith [1726].

[3] *D. N. B.* xxxi. 109. See note to No. 2266.

[4] *D. N. B.* xiv. 251. Anthony Deane, resident commissioner ot the navy at Portsmouth, had been knighted on 3 July, on the occasion of the king's visit [2401].

for him by the writer. Thanks for his late civilities on board the Harwich.

In the marginal reference the stores in question are described as the stores 'he is to carry for Malta.'

2404. [p. 165.] 6 *July. S. P. to Captain Trevanion*[1] of the Yarmouth, in the Downs. [*To the same effect as the preceding.*]

Margin: This refers to the stores 'he is to carry to the Straits.'

Underwritten: 'The like to Captain Voteer, of the Ann and Christopher fireship, in the Downs, and to Captain Williams,[2] of the Holmes fireship, in the Downs, all sent by express at past 8 at night.'

2405. [p. 166.] 6 *July. S. P. to Mr. St. Michel,*[3] at Deal.—Thanks for his of 29 June which he met with at his return home from Portsmouth last night. 'You did very well in attending his Majesty and the duke, and making them the little present of the lamb and fish you mention, the king having need enough of it (I believe) before he got on shore at the Isle of Wight.' To convey the enclosed letters [2403, 2404.]

2406. [p. 166.] 6 *July. S. P. to Captain Killigrew.*[4]—Prays him to discharge one John Thrale, lately pressed on board him out of the ship Hopewell in her passage from the Barbados, to whom not only a great arrear of wages is due from his commander, but the support of his mother and her younger children depends upon him.

2407. [p. 166.] 6 *July. S. P. to Mr. Betts,*[5] Europa, at Tangier.—Encloses orders for sending the Europa under his command to Malta, there to be employed in the refitting and careening his Majesty's ships employed in the present war against Tripoli [2402].

2408. [p. 167.] 6 *July. S. P. to Sir Anthony Deane,*[6] at Portsmouth.—The ships for the Straits are ordered to Spithead [2403, 2404] to take in such stores for the use of Sir John Narbrough's ships 'as you upon the late advice of the officers of the navy shall think convenient for each ship.' Desires him to deliver to Captain Killigrew,[1] in the Harwich, the two packets of letters the writer left with him directed to Mr. Martin, consul at Argeir, and Mr. Bradly, consul at Tripoli, or Mr. Baker, of Tunis (which of the two latter his memory is not perfect in), together with another here enclosed to Sir John Narbrough [? 2402]. Desires him also to give Captain Trevanion,[1] in the Yarmouth, the packets for Lord Inchiquin[2] and Mr. Bland at Tangier, and another which he will receive directed to Mr. Bowles there [2433].

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[1] See note to No. 2304.

[2] See note to No. 2372.

[3] See note to No. 2387. This letter is addressed to 'Mr. St. Mitchell,' and begins 'Brother Balty.'

[4] Commander of the Harwich [2380]. See note to No. 2266.

[5] Master attendant at Tangier [1613].

[6] See note to No. 2403.

2409. [p. 168.] 6 *July. S. P. to Sir John Knight*,[3] Bristol.—Has been applied to by Mr. Baylie, shipwright, of Bristol, for a letter from the lords to the said city for their excusing him from a debt said to have been laid on him for the use of the waste ground belonging to the city whereon some time since he built his Majesty's ships St. Patrick[4] and Edgar.[5] Before moving the lords, the writer desires information in the true state of that matter [2445].

2410. [p. 169.] 6 *July. S. P. to the Navy Board.*—The ships named in the margin bound for the Straits being ordered to Spithead [2408], they are to consider whether in case the wind should keep them any time in the Downs, where they now are, or at Spithead, it will not be convenient that they be supplied with three weeks' or a month's victuals, to make up what they have already expended.

Margin: Harwich, Yarmouth; Ann and Christopher and Holmes fireships.

2411. [p. 169.] 6 *July*, sent to Portsmouth. *S. P. to Captain Killigrew*,[1] of the Harwich.—Encloses the king's warrant for his calling at Cadiz, Genoa, and Livorne in his voyage out [2434], according to his request. This is meant with some personal kindness to himself, but 'his Majesty has so far an eye to the use which it may be really of to the trade of his subjects with regard to our present breaches with Sallee and Tripoli,' and is also so sensible of the injury which any unnecessary delay in his getting to Sir John Narbrough may be attended with, that the writer advises him not to outstay the time set him in each port.

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[1] See note to No. 2304.

[2] See note to No. 2113.

[3] See note to No. 2088.

[4] The St. Patrick was a 4th-rate built at Bristol by Mr. Baylie in 1666, and taken by the Dutch, Feb. 1666–7 (i. 274, *supra*).

[5] See ii. 310 *n. supra.*

2412. [p. 170.] 7 *July. S. P. to Captain Lovell,*[1] Katherine yacht.—To transport Sir William Temple,[2] ambassador extraordinary to the States General of the United Provinces, to the Brill in Holland, and this done, to return to Greenwich.

2413. [p. 170.] 8 *July. S. P. to the Officers of the Ordnance.*—Will send orders to the Yarmouth to convoy their ships [2415].

2414. [p. 170.] 8 *July. S. P. to Captain Gunman,* Anne yacht, at Deptford.—To transport Monsieur St. Ravy to Dieppe, and bring over Sir Thomas Bond's lady, if she be ready to come away within 3 days after Monday. Also to make inquiry at Dieppe for something for their Majesties provided by order of Mr. Montagu,[3] master of the king's great wardrobe.

2415. [p. 171.] 8 *July. S. P. to Captain Trevanion,*[4] of the Yarmouth, at Portsmouth.—Desires him to give passage to Tangier to Mr. Shadwell,[5] an officer of the place, his wife, servants, and baggage, provided that he come before he is ready to sail [2455]. He is to convoy the ships named in the margin, laden with stores and provisions of war from the office of the ordnance for the service of Tangier [2413], if ready to sail in time.

Margin : David, of London, Caleb Cock, master ; Jonas, of London, Robert Peck, master.

2416. [p. 172.] 8 *July. S. P. to Captain Fasby,* Cleveland yacht, Portsmouth.—To follow the orders of the Governor of Portsmouth relating to the service and security of the garrison there, until further orders from the king.

2417. [p. 172.] 8 *July. S. P. to Captain Booth,*[6] Pearl, in the Downs.—To victual for 2 months at Dover, and then to ply for the better securing of trade for 6 days between Dover and Calais, at the end thereof repairing to the Downs for further orders [2461].

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[1] Charnock, *Biog. Nav.* i. 347. [2] *D. N. B.* lvi. 42.

[3] MS. 'Mountagu.' Ralph Montagu, afterwards Duke of Montagu. See *D. N. B.* xxxviii. 263.

[4] See note to No. 2304.

[5] Mr. J. Shadwell, who was going to Tangier as judge [3313], did not sail as arranged. See *Cal. S. P. Dom.* 1675–6, p. 267.

[6] See ii. 218 *n. supra.*

2418. [p. 173.] 8 *July. S. P. to Captain Ridley,*[1] Wivenhoe fireship, at Portsmouth.—Has communicated his desires, both in reference to his officers' servants and the increase of his complement, to the officers of the navy [2419].

2419. [p. 173.] 8 *July. S. P. to the Navy Board.*—To consider if an increase of 4 men should be allowed to Captain Ridley's complement, and whether his officers, in so low a number of men,[2] shall be permitted to carry each of them a servant [2418]. Thanks for their extract of Captain Langley's[3] letter about his packet-boat being plundered [2421].

2420. [p. 174.] 8 *July. S. P. to Sir Anthony Deane,*[4] at Portsmouth.—Acquaints him of a memorial from Monsieur Ruvigny, the French ambassador, 'containing his desire in the name of his master for your having leave to accompany the two yachts you have lately built for him at Portsmouth, and see them safely lodged in his canal at Versailles' [2570], adding that the Greyhound [2436] and Cleveland [2446] may be appointed to convoy them, and that for their greater security they may be navigated as if they belonged to the king—meaning that they may be manned with Englishmen and sail with English colours—and that both he and the convoys be ready to depart by the 20th inst. The writer can issue no orders till he has had opportunity of speaking with the king, which he hopes in very few days to have at Windsor, but his Royal Highness tells him the king had knowledge of it before his going. Desires him therefore to consider the matter.

2421. [p. 175.] 8 *July. S. P. to Captain Langley,* master of the packet-boats, at Harwich.—Desires a sworn statement in writing of the violences said to be of late offered to his packet-boat by capers pretending to have Brandenburg commissions, but supposed to be French [2419].

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[1] Captain Hugh Ridley, formerly commander of the Woolwich sloop [1430], had been appointed to the Wivenhoe fireship by a commission dated 3 June, 1675 (i. 397, *supra*).

[2] The complement of the Wivenhoe fireship in time of peace is given in Pepys's *Register* as 20 (i. 287, *supra*).

[3] Master of the packet-boats at Harwich [2421].

[4] See note to No. 2403.

2422. [p. 176.] 8 *July. S. P. to Sir Thomas Chicheley.*[1] 'In order to my finishing the grand list and state of his Majesty's navy, which I have some time by his command been preparing for the king, I must entreat the assistance you were pleased to offer me in transmitting the enclosed list of ships to the proper officer who may with most ease and certainty inform me in the number of guns heretofore borne by each of the said ships, which for the rendering of as little trouble as may be to the hand you shall please to employ [2484], I have caused the said list to be drawn alphabetically, and not only sorted the ships according to their several ranks and qualities, but given you the year about which the knowledge of their several gunning is desired, and which may be done without other pain to the hand that doth it than by inserting the number of guns upon the very list I send you, without the trouble of transcribing it, I having taken care to have the list ready ruled with columns to that purpose.'

'To which I am only to add that supposing you may make the same difference in the gunning which we of the navy do in manning of his Majesty's ships—namely, that the number of guns do differ in war from what they are in peace, and that even in peace ships employed abroad on foreign service have a greater number than those serving at home in the Channel, I entreat that for his Majesty's fuller satisfaction the said different numbers (where different numbers have been) may be inserted in the proper columns which you will find drawn in this paper to that particular purpose.'

2423. [p. 177.] 8 *July. S. P. to Captain Trevanion*[2] Yarmouth, at Portsmouth.—The king having resolved that none of the ships now bound to the Straits to Sir John Narbrough [2408, 2410] shall touch at Livorne except the Harwich [2411], and Sir Thomas Clutterbuck[3] fearing he shall not be able to despatch his business so as to go by her, what things are on board him of Sir T. C.'s are by his desire to be delivered on board the Harwich, into the charge of the bearer, Mr. Nathaniel Powell, who is going over in the said ship to be employed by Sir T. C.

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[1] Master-general of the ordnance. *D. N. B.* x. 231.

[2] See note to No. 2304.

[3] Victualler for the Mediterranean. See ii. 236 *n. supra.*

2424. [p. 177.] 8 *July. S. P. to Captain Killigrew,*[1] Harwich, at Portsmouth.—To give Mr. Nathaniel Powell, with several things of Sir Thomas Clutterbuck's, passage to Livorne [2423].

2425. [p. 177.] 9 *July. S. P. to the Navy Board.*—The Navy yacht is at liberty to fetch Sir Jeremy Smyth[2] to London, whose present ill state of health calls for his speedy coming thither, and by sea [2426].

2426. [p. 178.] 9 *July. S. P. to Sir Jeremy Smyth,*[2] at Thorpe.[3]—Has taken care that the Navy yacht be hastened to him [2425].

2427. [p. 178.] 10 *July. S. P. to Sir Anthony Deane,*[4] at Portsmouth.—Desires to know what orders were given to the Lark, as he remembers something was said of her being ordered in to Portsmouth to have somewhat done to her. Understands that she is come into the River, but knows not 'where, nor why, nor what she is doing or has to do here, as having heard nothing from her commander[5] more than that yesterday I spied him at a distance sauntering up and down Covent Garden, as I have too often heretofore observed him spending his time when the king's service required his attendance on shipboard [2442, 2447]; a practice which shall never pass my knowledge in any commander (be he who he will) without my taking notice of it to his Majesty and my lords of the admiralty.'

2428. [p. 179.] 10 *July. S. P. to Sir John Nicholas.*[6]—At the desire of Monsieur Leyenbergh,[7] encloses a copy of Sir Leoline Jenkins's[8] report touching the two Swedish ships surprised by the private man-of-war belonging to his Electoral Highness of Brandenburg, and now under arrest at Dover.

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[1] See note to No. 2304.

[2] Comptroller of the victualling. *D. N. B.* liii. 65.

[3] Of the four places bearing this name, the only one upon the coast is the Suffolk Thorpe, between Aldeburgh and Dunwich.

[4] See note to No. 2403.

[5] Captain Preistman [2447].

[6] Sir John Nicholas was the son of Sir Edward Nicholas, who had been secretary of state to Charles I and Charles II (*D. N. B.* xl. 422). He had been knighted in 1661 (Shaw, *The Knights of England*, i. 164).

[7] MS. 'Lyonbergh.' See note to No. 2209.

[8] Judge of the admiralty court [2649]. *D. N. B.* xxix. 302.

2429. [p. 179.] 10 *July. S. P. to Captain Waltham*, commander of the Deptford ketch.—On his arrival at Southampton he is to wait for the coming of the Count De Queroualle[1] and transport him to Brest, and this done to return into the Downs.

2430. [p. 179.] 10 *July. S. P. to the Duke of Ormonde.*[2]—In order to the filling up his Majesty's warrant which is to go this night to Chester to meet the captain of the Norwich upon landing the lord lieutenant[3] (who is to be daily looked for there), the writer desires to know when he will be at Minehead, and how long the Norwich is to wait for him there [2444].

2431. [p. 180.] 10 *July. S. P. to the Lord Privy Seal*,[4] at Kensington.[5]—Forwards the report he has prepared in pursuance of the lords' resolutions on the business of passes, together with the paper from the commissioners of the customs upon which it is founded, but with considerable improvement given it from the lords [2454]; desires him, if he approves it, to sign the enclosed letter to the lord treasurer[6] about it.

2432. [p. 180.] 10 *July. S. P. to Captain Trevanion*,[7] of the Yarmouth, at Portsmouth.—Has received from Sir Anthony Deane his letter of the 9th, intimating his arrival at Portsmouth, and purpose of proceeding thence as soon as the stores to be sent by him shall be on board him [2404].

2433. [p. 181.] 10 *July. S. P. to Sir Anthony Deane*,[8] at Portsmouth.—Has received his of yesterday's date notifying the arrival of the ships from the Downs [2408]. Desires advice whether the packet to Mr. Bowles[9] at Tangier, despatched yesterday, came to his hands [2408].

2434. [p. 181.] 10 *July. S. P. to Captain Killigrew*,[7] of the Harwich, at Portsmouth.—Wishes him a good voyage [2415].

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[1] The Duchess of Portsmouth's father had come over to England on a visit to his daughters early in May (*Cal. S. P. Dom.* 1675–6, p. 96).

[2] *D. N. B.* viii. 52.

[3] Arthur Capel, Earl of Essex, had been appointed Lord Lieutenant of Ireland in 1672. See *D. N. B.* ix. 12.

[4] The Earl of Anglesey. *D. N. B.* ii. 1.

[5] MS. 'Kingsinton.'

[6] The Earl of Danby. *D. N. B.* xlii. 295.

[7] See note to No. 2304.

[8] See note to No. 2403.

[9] Paymaster of the garrison at Tangier [2587].

Postscript.—Supposes the orders of the 6th for his touching at Cadiz, Genoa, and Livorne are delivered him by Sir Anthony Deane [2411].

2435. [p. 182.] 12 *July. S. P. to Mr. Ball*, consul at Livorne.—Is greatly surprised that Captain Hamilton's instructions to carry the Mary Rose after Sir John Narbrough, directed to Livorne under Mr. Secretary Coventry's packet of 17 March, have not reached him. Repeats his earnest request that 'you will please make it a piece of your care to observe how the commanders of his Majesty's ships spend their time in your port,' the old practice of attending their private trade being still on foot [2438]. Encloses letters for Captain Hamilton [2440] and Sir John Narbrough [2441].

2436. [p. 183.] 12 *July. S. P. to Captain Clements*, Greyhound, at Deptford.—To sail to Portsmouth to attend the two yachts to France [2420, 2446].

2437. [p. 183.] 12 *July. S. P. to Sir Thomas Clutterbuck*,[1] London.—Doubts not but the lords will take very well his paying the wages of the Grand Duke's soldiers at Livorne. Desires him to recommend to his house there the hastening away of the Mary Rose [2435], and their informing him of any neglects of the king's commanders by attending to private trade or otherwise 'whereby his Majesty's ships are kept in port longer than his occasions indispensably require' [2438].

2438. [p. 184.] 12 *July. S. P. to Mr. Humphry Colston*, consul at Malaga.—Thanks him for his of the 18th with an enclosure from Captain Temple,[2] commander of the Dartmouth, intimating his being kept by contrary winds at his port.

'I cannot omit the taking this occasion of begging that you will, as often as any of his Majesty's ships shall come within your observation, have an eye on his Majesty's behalf to the ground of their coming in and stay there, enabling me to inform his Majesty and my lords of the admiralty where you shall observe the same to arise from anything but apparent service to his Majesty or the necessities of wind or weather. The dishonour which hath attended his Majesty, as well as the waste of his treasure and disappointment of his service from his captains' putting into and long stay at foreign ports upon occasion of private trade or pleasure of their own, have been such as his Majesty holds no longer sufferable, and doth therefore in order to the preventing of it for the future, depend (among other remedies) upon the particular service that may be done him therein by the information to be given him in such cases hereafter from those who are entitled to his service abroad, and particularly yourself at the port of Malaga' [2670].

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[1] Victualler of the Mediterranean. See ii. 236 *n. supra.*

[2] See note to No. 2281.

2439. [p. 185.] 12 *July. S. P. to Mr. Stockdale*,[1] at Dover.—The lords have for some time held their hands in granting any passes until the whole business of passes be better established, which is now near finished [2431, 2488]. Hopes it will be found such as will leave very little room for the frauds to which that matter hath hitherto been exposed.

2440. [p. 185.] 12 *July. S. P. to Captain Hamilton*, of the Mary Rose, at Livorne.—Is much surprised to find that the king's orders of 17 March, directing him in case of a war with Tripoli to find out Sir John Narbrough, have not arrived [2435]. As the service of Tripoli will now be otherwise supplied, he is to return forthwith to Tangier to take up the command of the galley there,[2] sending home the Mary Rose under the command of his lieutenant [2361].

2441. [p. 186.] 12 *July.* 'Sent to Mr. Ball,[3] at Livorne.' *S. P. to Sir John Narbrough.*—Hopes his next will give tidings of his having been before Tripoli. The Portsmouth set sail from Portsmouth toward him about 8 days since, having on her way a princess to take up at Rochelle and put on shore at Lisbon [2524]. The Harwich is at Portsmouth taking in the last of the stores she is to bring with her for his ships [2403], and with the first opportunity will set forwards thence with the Holmes and Ann and Christopher fireships. The Yarmouth is also just in the same state of readiness at Portsmouth, taking in some other stores for him [2432], being bound to Tangier, and thence to take the Europa to Malta [2407]. The Diamond was at Cadiz on 29 May with expectation to sail towards him within 4 days [2402].

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[1] Collector of customs at Dover [2749].

[2] Captain Hamilton's commission to command the Margaret galley is dated 18 June, 1675 (i. 359, *supra*).

[3] Consul at Leghorn [2435].

2442. [p. 186.] 13 *July. S. P. to Mr. Brereton*, clerk [of the] check at Woolwich.—Desires a copy of his several musters taken upon the Lark since her return to Woolwich from Portsmouth [2427, 2469], that he may inform the lords of the attendance (night and day) that hath been given by her officers and company.

2443. [p. 187.] 13 *July. S. P. to Captain Trevanion*,[1] of the Yarmouth, at Portsmouth.—To give convoy to the Ann, Christopher Kell, master, now in the Downs, bound to Tangier with horses and stores for the use of the mole.

2444. [p. 187.] 13 *July. S. P. to Captain London*, Norwich, at Chester.[2]—To sail to Minehead [2448] and wait there 14 days for the Duke of Ormonde,[3] whom he is to transport to such port in Ireland as he shall direct [2430].

2445. [p. 187.] 13 *July. S. P. to Sir John Knight*,[4] at Bristol.—Will give the king and lords to understand the indirectness of Mr. Baylie's purpose and proceedings in his late request to them [2409].

2446. [p. 188.] 13 *July. S. P. to Sir Anthony Deane*,[5] at Portsmouth.—The Greyhound is ordered to repair forthwith to Portsmouth to take in the carriage and other things belonging to the King of France his yachts [2436]. The Cleveland is at the disposal of the Governor of Portsmouth,[6] who designs her for Hull, but if she is not at liberty another shall take her place [2420, 2456]. The king's orders for his own going shall be sent to him when he comes to town.

2447. [p. 188.] 13 *July. S. P. to the Navy Board.*—Has this morning seen Captain Preistman,[7] commander of the Lark [2427], and understands by him that after being a full week in the River his sails were but yesterday unbent for alteration and the stopping of a leak. Desires that all possible despatch may be made on her, and that they will advise him where the delay is to be laid [2450], for 'I do not in the whole navy meet with anything that I find more reason to be afflicted with than that insufferable loss his Majesty receives by the long lying of ships in port uselessly, and to the scandal of his service.' Presumes her wants might have been answered at Portsmouth, as Sir Anthony Deane did expect.

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[1] See note to No. 2304.

[2] The words 'in Ireland' follow, but see No. 2448. Cf. also No. 2532.

[3] *D. N. B.* viii. 52.

[4] See note to No. 2088.

[5] See note to No. 2403.

[6] Colonel George Legge, afterwards Earl of Dartmouth, held the office of lieutenant-governor of Portsmouth from 1670 to 1683. See *D. N. B.* xxxii. 408. The reference is, however, more probably to Sir Roger Manley, the deputy-governor [2401].

[7] See note to No. 2378.

If it be their opinion that a master should be appointed by warrant for 6th rates, the writer desires that they will by a letter showing the inducements thereto to the lords give them a justifiable ground of advising the king to this increase of charge and number of officers above the establishment of the navy in this particular, 'which till now I do not remember ever met with any exception, several ships of the same rate, on foreign service as well as at home, being at this day thought safe under no other provision than is made for this ; which last consideration I do not urge in opposition to your offering any increase of charge to his Majesty where evils appear from the want thereof which were not apparent before, but out of a desire of doing that part of my duty of my place which will not suffer me to see his Majesty or my lords of the admiralty led to the admitting any alteration in the known rule and practice of the navy, especially where his Majesty's treasure is concerned, without something remaining of record, that may show the alteration to have risen upon debate, and not fallen into either by chance or surprise' [2450].

Desires the despatch of the Sapphire.

2448. [p. 190.] 15 *July. S. P. to Captain London*, commander of the Norwich, at Minehead.—Encloses a copy of the king's orders for his transporting the Duke of Ormonde to Ireland, and afterwards to sail to Dublin and put in execution such further orders as he shall receive from the lord lieutenant [2452]. The original is sent to Chester [2444] in hopes of meeting him there.

2449. [p. 191.] 19 *July. S. P. to Mr. Shish*, master-shipwright at Deptford.—To cause the Kitchen yacht to be hastened in her fitting.

2450. [p. 191.] 19 *July. S. P. to the Navy Board.*—

Has received theirs of the 15th touching Captain Preistman. They are not to think that by what he lately wrote on that matter [2447] he did conceive their board 'chargeable with taking notice of any other unnecessary stay of commanders in port than whilst they lie there upon occasion of any refittings or supplies of provisions or stores at his Majesty's yards, where their good or ill attendance, and the reason of that attendance—whether from any backwardness they meet with or no in the king's officers, or want of supplies there—doth not so naturally appear either to my lords of the admiralty or me, nor can, without my keeping such a constant correspondence with all your under officers in the yards (the truth of whose report too I have no ways of controlling) as I presume cannot be looked for from me; upon which ground it was that, as in this case so as I shall in others entreat, that where it shall happen to appear to you that captains are not so steady in their attendance on and solicitous for the despatch of their ships fitting forth as their duty obligeth them, you will be at the trouble of advertising me thereof, whose best information being, as you observe, from their journals, will otherwise be too late to rectify commanders' present misbehaviour in that particular by how much their journals come not in view till the end of the voyage.'

Thanks them for what they inform him touching Preistman's proceedings, and shall take such notice thereof not only to him [2453] but to the king and lords as will prevent his no better observing his instructions for the time to come. 'As to what you close with about his having a master [2447], Sir Richard Haddock[1] will bear witness to my concurring so far with you in your opinion of its being better for the king to be at some charge extraordinary in the present case than expose the hazard of his ship, service, and subjects' lives under the direction of one not so fitly qualified for taking the sole charge thereof as could be wished, that I did myself propound some encouragement extraordinary to be promised to the mate (who hath been provided for him) at the end of the voyage, but not under the name of a master, to avoid the consequence of it in the precedent, which I do not see can be done if it should be admitted in any one case. To which I shall only add that it was not from the rules being overlooked, by which it was some time since, at my own motion, resolved by his Majesty and my lords that captains appointed to 6th rates should be liable to an examination at the Trinity House as masters, that Captain Preistman did not pass such examination, but from its not being provided that that rule should extend to such who had borne the charge of commanders in ships of greater rates.' . . . 'You have offered a very proper matter for consideration touching the ground of our present want of seamen which I shall not omit to make use of.'

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[1] See ii. 36 *n.* *supra*, and No. 2401.

2451. [p. 193.] 19 *July. The same to the same.*—They will shortly receive the lords' warrant for impresting 500*l.* to Sir John Narbrough,[1] pursuant to their letter of 22 June. The king's resolutions for raising the number of men to the ships abroad employed against Sallee extends yet only to 5th rates. The king and lords assent to a muster-master being appointed for Sir John Narbrough's fleet in the Straits, and if they certify the fitness of Mr. Melmoth,[2] the writer will mention him to the king for it. Prays them to satisfy themselves how his duty as chirurgeon at Sheerness may in the meantime be provided for.

2452. [p. 194.] 19 *July. S. P. to Captain London,* Norwich frigate, at Bristol.—Understanding that he was directed by the Lord Lieutenant of Ireland [2448] to give passage to a certain lord to Bristol, this comes in hopes of meeting him there, and to desire him to give notice of his arrival and to remain there until further orders.

2453. [p. 198.[3]] 19 *July. S. P. to Captain Preistman,*[4] commander of his Majesty's ship Lark, at Woolwich.—Takes notice to him of the great loss of time occasioned by his bringing his ship into the River without order, when all that she needed might have been done at Portsmouth [2447]. 'To which I must also take leave to add that the time spent in your coming up the River, your giving no notice either by visit or letter to my lords of the admiralty of your being come, nor acquainting me on their behalf therewith (till some days after my accidental meeting you in the town [2427]), and your forbearing to give your attendance on board to the despatch of your ship after you were come (as appears by the clerk of the check's muster-books), seems to imply such a deportment towards his Majesty's service and the instructions of the lord high admiral, as (without a better account in my next advice from your ship) I shall not without manifest unfaithfulness be able to omit the making known both to his Majesty and my lords, and to his Royal Highness also, who, I am sure, expects a better account of the diligence of every person he favours.' He will remember the effects of his like non-attendance on board his ship at his entrance upon his last command in the Richmond.

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[1] *D. N. B.* xl. 89.

[2] MS. 'Melmouth.'

[3] In the MS. this letter stands after No. 2461.

[4] See note to No. 2378.

2454. [p. 194.] 20 *July. S. P. to the Commissioners of the Customs*, London.—Having by command of the king and lords prepared a second draught of the rules designed for preventing the fraudulent procuring of passes [2431], pursuant to the late debates and expressly conformable to their advice upon the former,[1] it is sent for their further correction, that it may not want anything towards its receiving a final determination from the king and lords to-morrow at Hampton Court.

2455. [p. 195.] 22 *July. S. P. to Mr. Shadwell* [2415], at St. James's.—Believes the Yarmouth to be before this clear of the Channel, but if he thinks fit to venture it by a journey to Plymouth her captain will take him on board. As for the Lark and Sapphire, he will do what the lords commissioners direct concerning his passage on either of them, but they may resent his failure of going by the Yarmouth.

2456. [p. 195.] 22 *July. S. P. to Captain Clements*, Greyhound, at Portsmouth.—Encloses orders for his accompanying the Cleveland to Havre de Grâce with the French yachts [2446].

2457. [p. 195.] 22 *July. S. P. to Captain Taylor*,[2] at Harwich.—Thanks for his letter of the 20th, and the hopeful conjecture that is made of the Sapphire's well sailing.

2458. [p. 196.] 22 *July. S. P. to Captain Lassells*,[3]

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[1] *I.e.* the former draught.

[2] Storekeeper at Harwich. See ii. 44 *n. supra.*

[3] See note to No. 2181.

Garland, in the Downs.—To wait where he is for further orders.

2459. [p. 196.] 22 *July. S. P. to Captain Trotter,*[1] Speedwell, in the Downs.—To wait where he is for further orders.

2460. [p. 196.] 22 *July. S. P. to Captain Booth,*[2] Pearl, in the Downs.—Since he was ordered for the general security of trade to cruise between Dover and Calais [2417] he did well in refusing to give convoy to Mr. Kirk's vessel with horses to France. As for his taking advantage of his company, it is what a stranger might have done without leave; but he is not to employ his ship as convoy in any case of transporting of forces (either horse or foot) appertaining to the armies abroad upon any verbal pretence whatsoever.

2461. [p. 197.] 22 *July. The same to the same.*—He is to return again to his late employment of cruising in the Narrow between Dover and Calais [2417], taking along with him at his departure from the Downs such ships of his Majesty's subjects as shall be ready to sail and bound for Calais—and particularly the Bell, Mr. William Packer, master, and the Hope, Mr. Nathaniel Martin, master, on behalf whereof application has been made for convoy. He is to continue in this service of cruising for 10 days and then to repair to Portsmouth to take in the remainder of his stores.

Postscript.—The stores being taken in he is to return to the Downs for further orders.

2462. [p. 199.] 24 *July. S. P. to Captain Preistman,*[3] at Woolwich.—The king has inquired very particularly after the reason of his so long stay here [2453]; shall be able from his letter of yesterday to give him an account to-morrow at Windsor. The letter he mentions touching his want of men never came to the writer's hand. Is sorry to meet at last with that effect (among the rest) of the ship's coming into the River, in the running away of his men, and the want of order on board (in his absence) for preventing it. Advises him to lose no opportunity of sailing.

2463. [p. 199.] 24 *July. S. P. to Mr. Lee.*—Will serve his son, Dr. Lee, to a chaplain's place as soon as any ship worth his charge (which he cannot think any vessel under a 4th rate to be) shall be ordered forth, by using his interest with her commander, in whom the election of his chaplain lies.

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[1] See note to No. 2181.

[2] See ii. 218 *n. supra.*

[3] See note to No. 2378.

2464. [p. 200.] 24 *July. S. P. to the Navy Board.*—Will move the king and lords in what they advise touching the number of guns fit to be supplied to the Eagle for the service she is at present assigned to. In regard of her being turned into a fireship[1] (which by the practice of the navy is not allowed a purser) her purser will be dismissed, and they may order her provisions to be delivered to the captain. Will acquaint the lords with the faultiness lately complained of in the victuals, expressed in the surveys enclosed in their letter of the 21st.

2465. [p. 200.] 26 *July. S. P. to Mr. Brereton*, clerk [of the] check, Woolwich.—Thanks for his muster-book [2442, 2469]. To send notice what he knows of Captain Preistman's lodging on board, and what attendance he has given by day [2453].

2466. [p. 201.] 26 *July. S. P. to Captain Tyte,*[2] Richmond yacht, at Greenwich.—Understanding that the officers of the navy have ordered the Bezan yacht to carry some seamen down to the Sapphire, which she is not at liberty to do, he is to carry out the orders directed by them to Captain Day.[3]

2467. [p. 201.] 27 *July. S. P. to the Navy Board.*—The king approves their proposal of launching the new ship at Woolwich[4] on 26 August [2513].

2468. [p. 201.] 27 *July. S. P. to Captain Waltham*, Deptford ketch, in the Downs.—Has received his of the 22nd giving notice of his arrival in the Downs, where he is to continue till further orders.

2469. [p. 202.] 27 *July. S. P. to Captain Preistman,*[5] of the Lark frigate, in the Downs.—Will take the direction of the lords touching the clerk of the check's muster-books wherein he has made him 'run'[1] [2465]; the effects whereof cannot by the rules and practice of the navy be otherwise removed than by special warrant of the lord admiral [2476]. What he calls severity in his late letters was designed out of friendship. 'Your letter seems a little ambiguous concerning your present manning, one part of it saying that though you have fewer eaters yet you have more men, while another saith that could you help it not three of those you either had or have should go to sea with you; but I hope, seamen coming in daily to you, you will in a little time be manned as you desire.' Will speak with the officers of the navy about an increase in his complement.

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[1] The Eagle had been converted into a fireship from a 5th-rate in 1674 (i. 282, *supra*).

[2] See ii. 375 *n. supra*.

[3] See note to No. 2059.

[4] Probably the Woolwich, a 4th-rate, built by Phineas Pett (i. 274, *supra*).

[5] See note to No. 2378.

2470. [p. 203.] 27 *July. S. P. to the Navy Board.*—The king being disposed to give Mr. Atkins, who lately brought home the Phœnix from the Barbados by a commission from his father, Sir Jonathan Atkins, the governor of that island, a bounty equal to the pay of a commander for such a ship, though the said commission being wholly irregular the king does not think fit to grant it in the name of pay for preventing the consequence of such a precedent, the writer desires to know what the captain's pay of a 4th rate amounts to, from the time he set sail to his delivering up the charge of her to Captain How,[2] late lieutenant thereof, by virtue of the king's commission of 23 April last, constituting him captain of the said ship [2511].

2471. [p. 204.] 27 *July. S. P. to Mr. Wilch and* [*Mr.*] *Stile,* at Genoa.—Thanks for their care about the packet from Sir John Narbrough.[3] Will impart to the king the presumption of the magistrate of the Sanita in opening it, though superscribed for his Majesty's special service.

2472. [p. 204.] 30 *July. S. P. to Captain Gunman.*[4]—To carry the Marquis of Belmar to Flushing, and this done to return to Greenwich.

2473. [p. 204.] 31 *July. S. P. to Lord Anglesey,*[5] at Kensington.—Thanks him for his proposal of having a meeting of the admiralty once a week besides that at Hampton Court, the business of the navy abundantly calling for it. Let Saturday be the day, as dividing the week equallest from Wednesday.

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[1] See ii. 30 *n.* and 273 *n. supra.*

[2] See note to No. 2272.

[3] *D. N. B.* xl. 89.

[4] Commander of the Anne yacht [2414].

[5] See ii. 215 *n. supra.*

2474. [p. 205.] 31 *July. S. P. to the Navy Board.*—Captain Harman,[1] commander of the Sapphire, desires that an order might be sent them for despatching the fitting of his ship to sea, and in particular that he may have a longboat fit for the special service which he is appointed to, which will require it to be a good rowing-boat, and well fitted with oars. Has moved the king and lords concerning the sending a supply of victuals and stores to the Foresight and Vulture sloop at Jamaica, and the refitting the Norwich at Kinsale.

2475. [p. 205.] 31 *July. S. P. to Captain Booth,*[2] Pearl, in the Downs.—Thanks for his advertisements of the coming into the Downs of the East India ships.

2476. [p. 206.] 31 *July. S. P. to Captain Preistman,* of the Lark, in the Downs.—Is confident that his absence from on board [2469] could not be wholly without some necessity in preparing for his voyage, 'though no necessity can be esteemed a thorough excuse in a matter where the leave of the lord high admiral is by your instructions so expressly required, on which regard it is that at my moving his Majesty in it in the presence of his Royal Highness and my lords of the admiralty, they did conceive you truly blameable,' and 'have thought it reasonable that a note should be taken for the stopping of your pay for the time of such your absence without leave. But when I came to open to them the extraordinary proceeding of the clerk of the check in the making of you "run" upon his book [2469], not only beyond all precedent but contrary to the express letter of my lords the commissioners' instructions to the officers of the navy upon that point of commanders' absences,[3] by which it is expressly declared that they should not be pricked upon the book or made "run" to the lessening their dignity and authority, but their absences only noted, so as that the same might be taken notice of at the end of the voyage—they expressed a very just dislike of that proceeding, commanding me to signify the same to the officers of the navy, and resolved that it should not be necessary in this case to take in the old commission and grant a new one (as it had been by them propounded), but that the "R"[1] should be tacitly taken off, and you continued without interruption in your command by virtue of your present commission.'

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[1] See note to No. 2379.

[2] See ii. 218 *n. supra.*

[3] See i. 195–6, *supra.*

2477. [p. 207.] 3 *Aug.* *S. P. to Captain Booth,*[2] Pearl, at Portsmouth.—The king and lords will no doubt be satisfied with his proceedings.

2478. [p. 208.] 3 *Aug.* *S. P. to Captain Tyte,*[3] Richmond yacht.—To transport the Archbishop of St. Andrews[4] and the Earl of Seaforth to Leith, and this done to return to Deptford.

2479. [p. 208.] 6 *Aug.* *S. P. to Captain Wright,*[5] Kitchen yacht.—To receive on board such things as may be sent him by Madame Desbordes, and that being done to repair to Dover and transport her to Dieppe, returning to Greenwich.

2480. [p. 209.] 7 *Aug.* *S. P. to Captain Lassells,*[6] Garland, in the Downs.—Desires to know whether or no the rule lately established for the pennant of distinction [1956] to be worn by the ship that commands-in-chief in the Downs be observed, and whether he at this time bears it [2487].

2481. [p. 209.] 9 *Aug.* 'Sent by express, 10 in the morning.' *S. P. to Captain Clements,* Greyhound, in the Downs.—To convoy some horses going over from Rye from the Duke of Monmouth for the King of France's own use, under the care of Monsieur Cognard.

2482. [p. 213.[7]] 10 *Aug.* *S. P. to Mr. Buckworth,*[8] Trinity House.—To state in writing what the Turkey Company desire of the king touching convoy.

2483. [p. 210.] 13 *Aug.* *S. P. to Captain Harman,*[9] Sapphire, at Woolwich.—To go to Long Reach to take in his guns, stores, and provisions; and this done to sail into the Hope.

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[1] See ii. 76, 102, and 273 *n. supra.*

[2] See ii. 218 *n. supra.*

[3] See ii. 375 *n. supra.*

[4] *D. N. B.* li. 404.

[5] See ii. 12 *n. supra.*

[6] See note to No. 2181.

[7] In the MS. this letter comes after No. 2491.

[8] See ii. 180 *n. supra.*

[9] See note to No. 2379.

2484. [p. 210.] 13 *Aug.* *S. P. to Sir Jonas Moore*[1] *and Edward Sherwin, Esquire.*[2]—Thanks them for their account of the guns [2422].

2485. [p. 210.] 13 *Aug.* *S. P. to Sir Thomas Clutterbuck.*[3]—Has provided a memorial by the king's command for Mr. Secretary Coventry,[4] to be transmitted to the Spanish Minister here, concerning the complaint made by his house at Livorne touching violence offered to an English vessel called the Three Sisters by a Majorcan.[5]

2486. [p. 211.] 13 *Aug.* *S. P. to Captain Booth,*[6] Pearl, in the Downs.—His ship will be kept out as long as the season will permit, his diligence being very well observed. In the meantime desires an account how the purser's place of his ship is performed, and by what order his purser spends his whole time on shore here in town [2501].

2487. [p. 211.] 13 *Aug.* *S. P. to Captain Lassells,*[7] Garland, in the Downs.—Is sorry that the pennant of distinction [2480] hath been so soon forgotten after it had been with so much care established by the king and lords, the reason whereof he will inquire into [2502]. What sort of differences are they of which he speaks between the masters and the men of the merchant ships?

2488. [p. 212.] 13 *Aug.* *S. P. to Mr. Stockdale,*[8] Dover.—Thanks him for his advice about the two ships; though the rules which the writer has at length procured to be established by his Majesty in council[9] for preventing the frauds suspected to be practised in the procuring of passes [2514] are such as (the commissioners of the customs and their officers doing their parts) will thoroughly secure us against any ill practices in that matter [2439].

2489. [p. 212.] 13 *Aug.* *S. P. to Mr. Wivell,* at Dover.—The writer's being out of town will excuse his no sooner thanking him for his of the 7th with advice of the passing by of the Dutch fleet.

2490. [p. 212.] 13 *Aug.* *S. P. to Captain Gunman,*

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[1] Surveyor-general of the ordnance. See note to No. 3619.

[2] A principal officer of the ordnance.

[3] Victualler for the Mediterranean. See ii. 236 *n. supra.*

[4] *D. N. B.* xii. 357. [5] MS. 'Mayorkeene.' [6] See ii. 218 *n. supra.*

[7] Commander-in-chief in the Downs [2480]. See also note to No. 2181. [8] Collector of customs at Dover [2749].

[9] See Introduction, p. xx. *supra.*

Anne yacht, at Rye.—To give Mr. Fetteau passage to England if he applies at his being at Dieppe [2498].

2491. [p. 213.] 13 *Aug. S. P. to Mr. Lodge*,[1] at Deal.—Desires a speedy account of the reason of the arrest at his suit of Thomas Bowles, a seaman actually in his Majesty's service, by one Stephen Shidendon, a bailiff, without the privity and leave of the lords of the admiralty.

2492. [p. 214.] 16 *Aug. S. P. to Mr. Fownes*, clerk of the check, Deptford.—To keep a look-out to-day and to-morrow for the coming up of the Portsmouth yacht to Greenwich or Deptford, and give notice to her commander forthwith to repair up hither for orders. Desires him to do the like to any other of the yachts that shall come in, in case she should not [2497].

2493. [p. 214.] 16 *Aug. S. P. to Captain Jenifer*, of the Saudados,[2] at Deptford.—To prepare for a little trip on Wednesday next [2497].

2494. [p. 214.] 17 *Aug. S. P. to the Duke of Ormonde*,[3] at the Bath.—The Norwich arrived the 11th inst. at Minehead. Desires to know his commands [2444].

2495. [p. 215.] 17 *Aug. S. P. to Captain London*, Norwich, at Minehead.—To stay at Minehead till further order [2494]. The lords will advise with the officers of the navy about the refitting of his ship [2520].

2496. [p. 215.] 17 *Aug. S. P. to Sir James Johnson*, at Yarmouth.—Encloses a copy of a memorial to the lords from one Thomas Paris, a gunner, for protection against some inconveniences he is likely to meet with in executing the warrant from the lords, some time since directed to Lord Townshend,[4] touching the two Dutch prizes; and desires to know upon what account it is that the said Paris and his fellow gunners are molested, and 'how far the said gunners are concerned as officers (or otherwise) in the admiralty, and to come within the command and protection of my lords' [2547].

2497. [p. 216.] 18 *Aug. S. P. to Captain Jenifer*, Saudados,[2] at Deptford.—The coming of the Portsmouth yacht [2492] removes the occasion of his going forth [2493], 'though at the time his Majesty gave me that direction, the queen being by, he was pleased to ask her assent for your being employed forth a while until some occasions of her Majesty should call you,[1] whereto the queen agreeing, you may expect very suddenly his Majesty's orders.'

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[1] See note to No. 2548. [2] See ii. 9 *n. supra*. [3] *D. N. B.* viii. 52

[4] Vice-admiral of Norfolk [711]. *Ibid.* lvii. 128.

2498. [p. 216.] 18 *Aug.* *S. P. to Captain Sanderson*, of the Portsmouth yacht, at Greenwich.—To carry the writer's cousin, Mr. Wynne Houblon,[2] to Dieppe, and wait there 4 days from the 23rd for the Countess of Shrewsbury,[3] and give her passage into the river of Thames or any other port of the kingdom that she shall desire. Failing her coming within the said time, he is to return to Greenwich. Should a certain Monsieur Fetteau [2490] at his being at Dieppe desire passage with him into the River he is to give it, and to leave word to do so at Dieppe for any other commanders of his Majesty's yachts who may happen to be there when he shall come thither for passage.

2499. [p. 217.] 19 *Aug.* 'Sent by express at 10 in the morning.' *S. P. to Mr. St. Michel*,[4] at Deal.—To convey the enclosed [2500] to Captain Sanderson as the Portsmouth yacht, which departed from Greenwich last night, passes the Downs. If she be gone [2506], he is to advise with Captain Lassells, who now commands-in-chief in the Downs, that the Deptford ketch or any other of his ships follow her to Dieppe with it. If she be come away from thence, the captain of the said ketch or ship is to open the letter, and inquiring for the gentleman named therein [2500] to give him passage to Greenwich, but he is not to stay for him beyond 4 days.

2500. [p. 218.] 19 *Aug.* 'Sent into the Downs.' *S. P. to Captain Sanderson*, Portsmouth yacht.—To give passage from Dieppe to Edmund Sheffield, Esquire [2504].

2501. [p. 218.] 19 *Aug.* *S. P. to Captain Booth*,[5] Pearl, in the Downs.—Has received his of the 16th, touching his purser's absence from on board [2486], 'it being a matter most fit to be inquired after, as that from the neglect whereof manifold inconveniences arise to his Majesty, and therefore do desire you (as upon the like occasions I do all commanders) to reckon themselves chargeable with any neglects of under officers which they permit in them to pass without complaint.'

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[1] See ii. 9 *n. supra.*

[2] M.S. 'Winne.' Wynne Houblon was a son of Mr. James Houblon, junior (afterwards Sir James Houblon), the intimate friend of Pepys (Lady Alice Archer Houblon, *The Houblon Family*, i. 201 *n.*, 311-12, 316; *D. N. B.* xxvii. 417); but there was no relationship.

[3] On this notorious character see *ibid.* lv. 301, lviii. 342, and *Diary*, vii. 283 *n.*

[4] See note to No. 2387. This letter is addressed to 'Mr. St. Michell.'

[5] See ii. 218 *n. supra.*

2502. [p. 219.] 19 *Aug. S. P. to Captain Lassells,*[1] Garland, in the Downs.—Will have the business of the pennant better settled, there appearing in the meantime nothing wherein he is to be held blameable in relation to what is past [2487].

2503. [p. 219.] 19 *Aug. S. P. to Captain Day,*[2] Bezan yacht, at Greenwich.—To receive Mr. George Bowerman with his company, and attend on him for 3 or 4 days in his passage to Chatham and back again to Greenwich.

2504. [p. 219.] 19 *Aug. S. P. to the Commander of the Portsmouth, or any of the yachts that shall be or come to Dieppe.*—To give Edmund Sheffield, Esquire, passage to England [2500].

2505. [p. 220.] 19 *Aug. S. P. to the Bailiffs of Yarmouth.*—Believes that their seizing and securing Justinian Coghlan [2597], captain of a French privateer, will be approved, as agreeable to the treaty with the States General, he being an Irishman, and consequently his Majesty's subject.

2506. [p. 220.] 21 *Aug. S. P. to Mr. St. Michel.*[3]—Is glad the packet met with Captain Sanderson [2499].

2507. [p. 220.] 24 *Aug. S. P. to Mr. Low.*[4]—A certificate being this day brought to the writer in order to the obtaining a pass for a ship, 'signed by yourself as deputy surveyor of the Act of Navigation,' the lords, before they will admit it, desire to be satisfied under Sir John Shaw's[5] own hand that he is his deputy in that employment [2514].

2508. [p. 221.] 24 *Aug. S. P. to Captain Lassells,*[1] Garland, in the Downs.—He is to appoint one of the ships now in the Downs to carry Mr. St. Michel[6] to Calais, and to bring him back again in case his stay there shall not exceed 4 days [2521].

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[1] Commander-in-chief in the Downs [2480]. See also note to No. 2181.

[2] See note to No. 2059.

[3] See note to No. 2387. This letter is addressed to 'Mr. Michell.'

[4] See No. 2514.

[5] Collector of customs in London [2514].

[6] See note to No. 2387. The spelling in the text is 'St. Michell,' and in the margin 'Mitchell.'

2509. [p. 221.] 24 *Aug. S. P. to Mr. Shadwell*,[1] on board the Guinea merchantman, in the Downs.—Desires his care for delivering the enclosed packet carrying orders of importance to Captain Hamilton, commander of the Mary Rose, at Tangier [2512].

2510. [p. 221.] 24 *Aug. S. P. to Mr. St. Michel*,[2] at Deal.—Desires his care to deliver the enclosed packet [2509].

2511. [p. 222.] 25 *Aug. S. P. to the Navy Board.*—Touching Mr. Atkins's pay, the lords are satisfied and he acquiesces in their calculation [2470]. As to the freight of merchants' goods brought by him whereof they take notice, the lords have ordered him to account for as much as he shall appear to be concerned in, which is two tons of white sugar and no more.

2512. [p. 222.] 25 *Aug. S. P. to Captain Hamilton*,[3] at Tangier.—Sends a duplicate of his commission for commanding the galley, and a commission for his lieutenant to command the ship [2440].

2513. [p. 222.] 25 *Aug. S. P. to Mr. Pett*,[4] at Woolwich.—The king and duke purpose to be with him at his launching,[5] intending to take their dinner in the way[6] at Whitehall, and from thence come to him. Knows not whether 'my cousin Houblon[7] intends to bear me company or no.'

2514. [p. 223.] 25 *Aug. S. P. to Sir John Shaw*, collector of the customs, London.—'Whereas by occasion of some rules lately established in council for preventing of the frauds discovered in the procuring of passes [2558], the king hath thought fit to command that a certificate containing the build, force, and other circumstances of each ship be given under the hand of the surveyor of the Act of Navigation as a ground for granting the said passes'; and whereas the lords have seen a letter of deputation, bearing date 30 March, 1669, from him to Captain Henry Low [2507], the lords desire to know whether the said deputation doth remain at this day in force, and the said Captain Low continues the only deputy in the Port of London.

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[1] One of the officers at Tangier [2415].

[2] See note to No. 2387.

[3] See note to No. 2440.

[4] See ii. 92 *n. supra.*

[5] See No. 2467 and note.

[6] *I.e.* from Windsor.

[7] See note to No. 2498. The reference here would probably be to Mr. James Houblon himself.

2515. [p. 223.] 26 *Aug.* *S. P. to Captain Booth,*[1] Pearl, in the Downs.—He will be supplied with 2 months' victuals from Dover.

2516. [p. 224.] 26 *Aug.* *S. P. to Mr. Hall,* customer, at Rye.—Will communicate his of the 21st to the lords.

2517. [p. 224.] 26 *Aug.* *S. P. to Captain Ridley,*[2] Wivenhoe, at Portsmouth.—Hears that his boatswain is attending the officers of the navy for the procuring the allowance of a servant, as being allowed to other of the ship's officers whose work calls for it less than the boatswain's.

2518. [p. 224.] 28 *Aug.* *S. P. to Sir D. Gauden.*[3]—Acquaints him that the Sapphire, now in the Downs, is within 10 days going towards the Straits, in case he may make use of her convoy to Tangier, she being the last ship of his Majesty's that will for some months be going to the southward.

2519. [p. 225.] 28 *Aug.* *S. P. to Mr. Buckworth,*[4] Turkey merchant, London.—The king having been pleased to grant his desires in behalf of the Turkey Company that the Sapphire may see their ships safe to Sir John Narbrough, the writer acquaints him that she is gone to the Downs. The king expects their ships to be ready by 10 Sept. at latest.

2520. [p. 225.] 28 *Aug.* *S. P. to Captain London,* Norwich, at Minehead.—Is glad his ship escaped so well in the late violent storm, though with some loss. The Duke of Ormonde being uncertain of the time of his going to Ireland [2444], he is to repair to Kinsale to have his ship fitted for the winter [2495, 2549].

2521. [p. 226.] 28 *Aug.*[5] *S. P. to Captain Lassells,*[6] Garland, in the Downs.—Thanks him for his care in sending away the Speedwell with his brother St. Michel to Calais [2508]. His Majesty intending the Garland, Speedwell, and Deptford ketch to be convoys to the herring fishery off Yarmouth for this fishing season, he is to complete his victuals to 2 months from Dover.

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[1] See ii. 218 *n. supra.*

[2] See note to No. 2418.

[3] One of the victualling contractors [738]. He was also victualler for Tangier (i. 165 *supra*).

[4] See ii. 180 *n. supra.*

[5] MS. 'July.'

[6] Commander-in-chief in the Downs [2499]. See also note to No. 2181.

2522. [p. 226.] 28 *Aug.* *S. P. to the Bailiffs of Yarmouth.*—The king has been pleased, in compliance with their desires, to appoint two 5th rates and a ketch named in the margin for convoy to their fishery [2521].

Margin: Garland [2541], Speedwell [2540], Deptford ketch [2543].

2523. [p. 227.] 30 *Aug.*, sent to Tangier by Mr. Shadwell [2527]. *S. P. to Captain Hamilton,*[1] of the Mary Rose.—The king and lords desire the reason of his long stay at Livorne, and his taking in so great a quantity of provisions beyond what were needful to have brought him home; as also that he will transmit to them his journal from the time of his going forth in the Mary Rose to that of his leaving her [2440].

2524. [p. 228.] 30 *Aug.* 'Sent to Sir John Narbrough[2] under cover to Sir T[homas] C[lutterbuck],[3] at Livorne.' *S. P. to Captain Story,*[4] of the Portsmouth.—Has received his letters from St. Martin's Road,[5] and the king is not displeased with his stay there for the Duchess of Cadaval beyond the time limited him, since he did it upon the desire of the King of France signified by Monsieur de Pomponne[6] [2441]. Is glad that by her arrival he was delivered from any error he might have fallen into, if by the coming by of the French fleet he should have been put upon the exercise of his own single judgment touching the right of the flag in that place.[7] The behaviour of the Scots gives the king and lords very just offence, and they desire the ships' and masters' names.

2525. [p. 229.] 30 *Aug.* 'Sent to Sir T[homas] C[lutterbuck][3] at Livorne.' *S. P. to Sir John Narbrough.*[2]—Has communicated his of 11 July to the king and lords, who with great satisfaction take notice of his care and prudence in the business of Tripoli, as he will find by what he encloses him of this day's date from his Majesty. The king and lords do unanimously agree that for preventing any inconveniences or differences that may arise in a matter wherein mistakes may so easily arise as that of judging of contraband goods [2536], he should not make prize of any Christian vessels coming to the port of Tripoli with contraband goods in them, but should turn them back.

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[1] See note to No. 2440.

[2] *D. N. B.* xl. 89.

[3] Victualler for the Mediterranean. See ii. 236 *n. supra.*

[4] See note to No. 2304.

[5] Off Rochelle.

[6] MS. 'Monsieur Pompone.' Pomponne, at this time French ambassador to Sweden, was soon to be appointed secretary for foreign affairs to Louis XIV. He succeeded Lionne on his death, 1 Sept. 1675 (Michaud, *Biog. Univ.* xxxiv. 35).

[7] The marginal note refers to the 'dispute' 'like to rise touching the flag between him and the Frenchman.'

2526. [p. 230.] 30 *Aug. S. P. to Sir Thomas Clutterbuck,*[1] at Livorne.—To convey the enclosed to Sir John Narbrough [2524, 2525].

2527. [p. 230]. 30 *Aug. S. P. to Mr. Shadwell,*[2] aboard the Guinea, a merchantman, in the Downs.—Desires his care of the enclosed to Captain Hamilton [2523].

2528. [p. 230.] 31 *Aug. S. P. to Captain Booth,*[3] Pearl, in the Downs.—To hasten his getting in a supply of victuals.

2529. [p. 231.] 31 *Aug. S. P. to John Cooke, Esq.,*[4] at Mr. Secretary Coventry's, Whitehall.—Desires a copy of the king's orders of 14 June to Sir John Narbrough, 'giving him liberty of accepting of peace with the Tripolines upon lower terms than that of restitution' [2350], that it may be despatched to him in consideration of the importance it is that he should not miss receiving these orders.

2530. [p. 231.] 31 *Aug. S. P. to Captain Fasby,* Cleveland yacht, at Portsmouth.—Has received his letter of the 29th with his journal enclosed, which appears satisfactory, and in pursuance of the lords' order therein, desires his continuing to send the like monthly to them. His carpenter shall be hastened down to him, being one William Keldridge, who is in an especial manner recommended by Sir John Tippetts[5] and Sir Anthony Deane.[6]

2531. [p. 232.] 31 *Aug. S. P. to Captain Waltham,* Deptford ketch, in the Downs.—Orders are sent to complete his victuals to 2 months from Dover.

2532. [p. 232.] 31 *Aug. S. P. to Captain London,* Norwich, at Minehead, Ireland.[1]—If this reaches him before his departure to Kinsale, he is to search for and seize a French picaroon[2] which was lately in the port of Minehead, and is said to have lately plundered some English vessels, and particularly a certain vessel of Barnstaple, richly laden.

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[1] Victualler for the Mediterranean. See ii. 236 *n. supra.*

[2] One of the officers at Tangier [2415]. [3] See ii. 218 *n. supra.*

[4] Mr. John Cooke was Mr. Secretary Coventry's clerk (*Cal. S. P., Dom.*, 1672–3, index).

[5] Mr. John Tippetts, the surveyor of the navy, had been knighted by the king on 3 July, on the occasion of his visit to Portsmouth [2401]. [6] See note to No. 2403.

2533. [p. 233.] 31 *Aug. S. P. to Sir William Poole*,[3] late commander of the St. David.—'Upon my attending his Majesty yesterday at Windsor with a committee of the lords of the admiralty, among other things coming then into debate before them, one was your particular case under the restraint you have now for some time been. Where, I do assure you, as I failed not in my place to express the utmost kindness that became me towards you, and particularly in observing to his Majesty and my lords,' as the officers of the navy had already done, 'namely, your general deportment in his Majesty's service as conformable as any and more than most of the commanders in the fleet to the lord high admiral's instructions, so was both his Majesty himself and every lord there as much inclined to friendliness towards you as you could with any justice and regard to his Majesty's service expect them to be. But what with the general sense they all have of the infinite prejudice his Majesty's service suffers, both in the honour, success, and expense of it, through the liberty usurped by commanders when abroad of betaking themselves only to thoughts of profit or pleasure to themselves, without any appearance of their considering either the service they are appointed to or the chargeableness of their neglect; and that the continuing of the St. David 6 months, contrary to the express letter of his Majesty's orders, without one hour spent by the ship in the service of the king, . . . while she might have been so much use either at home or abroad elsewhere, and thereby saved the setting forth of another ship of her charge, and all this without your insisting upon, or (for what appears) so much as showing to Sir Jonathan Atkins[1] your instructions for coming home, or either having, or standing upon having any timely orders in writing from himself for your stay, or taking notice of anything concerning it in your journal, adding thereto your appearing to have employed your whole time there in attending occasions of your own, with the evident breach of your instructions in bringing home of merchants' goods—I say all this put together arising in the judgment of his Majesty and my lords to the most exorbitant instance of contempt of orders and breach of discipline that has yet appeared in the navy, they concluded that the passing by of a misbehaviour like this could be construed no other than the delivering up his Majesty's honour, service, and treasure (by the example of it) to irrecoverable ruin, and therefore found it necessary to resolve upon making their proceedings with you in some degree exemplary; though their great kindness prompted them to some considerations of doing it so as might come short of the rigour the law has provided in cases of this kind, and as an effect of those their considerations have commanded me to let you know that his Majesty is graciously pleased to leave it to your election whether you will remain in custody, as you now are, until an opportunity shall fall of making your defence before and abiding by the censure of a court-martial, which (through the want of a sufficient number of commanders) cannot be presently called, or forfeit to his Majesty your whole pay as commander of that ship from the beginning of the voyage to the end of it, with the making good to the poor of the Chest out of your own purse what the freight of the merchants' goods brought home by yourself (or by your permission by others) on board his Majesty's said ship shall at the market rate be valued at. One of which two his Majesty and their lordships are unalterably resolved to expect from you, and have given it me in commission thus plainly to represent the same to you as the result of their special favour, in putting it into your power to avoid the more severe and less honourable method of being punished by a court-martial, his Majesty contenting himself under the dead loss your miscarriage has occasioned him, to above 4,000*l.* value (besides the other evils attending it), with providing barely for the preventing your being a gainer by it' [2551].

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[1] See note to No. 3078.

[2] *Span.* 'picaron,' a rogue: hence a pirate vessel.

[3] See ii. 264 *n. supra.* Charnock (*Biog. Nav.* i. 26) makes no mention of this episode, but comments on the fact that a man of Sir William Poole's 'rank and family consequence' should have continued so long in the service and yet be 'so little noticed by historians.' 'We must naturally conclude,' he adds, that his 'character and reputation as an officer was unblemished, or he would not have been so repeatedly entrusted with a command.'

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[1] Governor of Barbados [2470].

2534. [p. 235.] [2 *Sept.*] 'Sent in Sir J[ohn] N[arbrough]'s packet' [2536]. *S. P. to Captain Houlding,*[1] of the Assistance, in the Straits.—The king and lords are very well satisfied with his making no longer stay at Tangier.

2535. [p. 236.] 2 *Sept. S. P. to Captain Lovell,*[2] Katherine yacht, at Greenwich —To carry Leonard Gray, Esq., to Dieppe, and this done to return to Greenwich.

2536. [p. 236.] 3 *Sept.* 'Sent under cover to Mr. Ball,[3] at Livorne.' *S. P. to Sir John Narbrough,*[4] before Tripoli.—Encloses the king's instructions touching vessels with contraband goods [2525]. 'It is very welcome to his Majesty and my lords to find that government under so much unsettlement, and so great a disposal to a peace with us,' which we hope here we may hear of when the king's instructions of 14 June shall be come to hand [2529], another copy whereof is enclosed. By these 'you will find yourself at liberty from insisting upon restitution, and leave given you to descend to the demanding only the setting at liberty all prisoners (as well strangers as English) taken in the ships Martin and Hunter or any others, and the heads of some that were most guilty of their breach of articles with us, which latter methinks should not be very hard to obtain from the present Dey himself, who . . . hath violently thrust himself into the throne to the dissatisfaction of the old officers, and had command of the ship which brought in the said two English ships. Notwithstanding which concession of his Majesty's part, it would nevertheless be matter of great satisfaction to him, no less than honour to yourself, if anything like restitution, though but in part, could be obtained.'

Concerning the brass bases[5] and pedereros,[6] he will find the king's pleasure in the order signed by himself.

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[1] See note to No. 2317. [2] Charnock, *Biog. Nav.* i. 347.

[3] Consul at Leghorn [2435]. [4] *D. N. B.* xl. 89.

[5] This was a swivel breech-loading gun like the 'pederero' (see note to No. 2068), but of the culverin or long type. The 'pederero' in its later forms probably resembled the mortar in shape. Brass ones may be seen at Woolwich and the Tower at the present day. See also Corbett, *Drake and the Tudor Navy* [2nd edn. 1899], i. 369.

See note to No. 2068.

'It is at present a very fortunate posture wherein matters stand between us and Tripoli, though it be attended with some charge to his Majesty, namely, that all their ships of war are in port, so that our merchants trade under no less security in those seas than if we were at peace with them. What with the probability conceived of a peace, and the many difficulties you reasonably suggest in the undertaking either to burn their ships or to block up their harbour [2350], his Majesty and my lords do for the present lay aside the thoughts of directing you to attempt anything therein, until upon some further proof of the inclinations of that people, either to continue the war or come to a peace, they shall be led by something further from you to fall to any such undertaking; and this the rather also in regard of the force which his Majesty supposes you may by this time have with you, and will appear such when they shall be together before the place that may induce it to quicker determinations of submitting to us. Which force, in regard of some changes that have been in it since the king's first resolutions of sending Sir John Berry[1] to you, will for your clearer information be in short this: The Henrietta, Dragon, Newcastle, Success, and Roebuck you had with you at the date of your last; the Swallow and Dartmouth were upon 23 July [S.N.] off of Trapani in Sicily with a fair wind in their way towards you; the Diamond was on 3 Aug. at Livorne completing his victuals unto six months according to your orders and then intended to hasten to you; the Assistance was on her way towards you, on 15 July then under sail from Tangier Bay; the Portsmouth sailed from Rochelle 4 Aug. with nothing to do in her way towards you but the putting on shore a lady (which he took in there) at Lisbon [2441]; the Harwich, Ann and Christopher and Holmes fireships sailed from Portsmouth towards you on 13 July with directions to stay in their way at Cadiz not exceeding 4 days there, at Genoa one day, and at Livorne three; the Yarmouth departed in like manner the same day from Portsmouth with instructions to go to Tangier in order to her carrying the hulk with her from thence to Malta [2402]. Which force when together his Majesty's instructions of 3 July tells you what number and of what sort you are to retain with you, the rest being to be sent home [2402]; you will also find that his Majesty's said orders directs your disposal of the ships in reference to the sending them home upon the conclusion of a peace,' though it may be 'held needful to keep 2 or 3 frigates constantly in the Straits as the cheapest way of making and keeping peace there.'

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[1] Commander of the Bristol. See note to No. 2274.

Underwritten: A duplicate of 13 Sept. to Sir Thomas Clutterbuck,[1] Livorne.

2537. [p. 239.] 3 *Sept. S. P. to Mr. Ball,*[2] at Livorne. Thanks for his letters and the papers enclosed, particularly the packet from Sir John Narbrough,[3] 'by whose conduct (thanks be to God) the business of Tripoli did upon 11 July last stand very fair on his Majesty's behalf, that government being under great distraction, and reduced by it to a strong inclination towards a peace' [2536]. Thanks him for his advice touching the Mary Rose, and particularly as to that point of her commander's being clear in the business of carrying merchants' goods [2437]. The king is sensible of what he and his subjects suffer from the Majorcans,[4] and will demand satisfaction. Desires him to press the Diamond and the Harwich and the two fireships[5] in her company to hasten away from his port. Encloses a packet [2536] for Sir John Narbrough.

2538. [p. 239.] 3 *Sept. S. P. to Captain Jenifer,* Saudados,[6] Downs.—Has received his letter of 31 Aug. with his journal for that month enclosed. Will do him right in his punctuality therein.

2539. [p. 240.] 3 *Sept. S. P. to Sir Thomas Clutterbuck,*[1] at Greenwich.—The lords respite the doing anything in his business till the king comes to town. Wishes he could furnish him with the particulars of the Mary Rose's work and charge at Livorne. Hopes the Diamond's business will be sooner done her, her service being much wanted at Tripoli, in which the writer prays him to quicken his house.

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[1] Victualler for the Mediterranean. See ii. 236 *n. supra.*

[2] Consul at Leghorn [2435].

[3] *D. N. B.* xl. 89.

[4] MS. 'Mayorkeenes.'

[5] The Ann and Christopher, and the Holmes [2536].

[6] MS. 'Saudades.' See ii. 9 *n. supra.*

2540. [p. 240.] 4 *Sept. S. P. to Captain Trotter,*[1] Speedwell, in the Downs.—Sends him his orders to attend the fishery [2522].

2541. [p. 240.] 4 *Sept. S. P. to Captain Lassells,*[2] Garland, in the Downs.—Sends him his orders to attend the fishery at Yarmouth [2522].

2542. [p. 241.] 4 *Sept. S. P. to Captain Clements,* Greyhound, in the Downs.—Has received his of the 2nd with his journal for August enclosed. Will do him right in his punctuality therein.

Underwritten: 'The like to Captain Carverth,[3] of the Young Spragge.'

2543. [p. 241.] 4 *Sept. S. P. to Captain Waltham,* Deptford ketch, in the Downs.—Sends him his orders to attend on the herring fishery [2522].

2544. [p. 241.] 4 *Sept. S. P. to the Bailiffs of Yarmouth.*—They may expect the convoys in their Roads in a few days [2522, 2540, 2541, 2543].

2545. [p. 242.] 6 *Sept. S. P. to the Navy Board.*—Has received theirs of the 1st complaining of the ill behaviour of Richard Collier. The lords can only commit him to the Marshalsea to answer at a court-martial for his running away from the king's service. They are to let the writer know if they find his rudeness to be such as to call for that way of correction. Will inform himself from Captain Ridley[4] touching his boatswain's crime, and will not fail to make use of their information.

2546. [p. 242.] 6 *Sept. S. P. to Mr. Buckworth.*—Desires to know the forwardness of the Turkey ships [2519].

2547. [p. 243.] 9 *Sept. S. P. to Sir James Johnson,* at Yarmouth.—Does not apprehend that the order of the lords commissioners to Lord Townshend[5] doth in any wise justify the arresting of the busses, or doing more than preventing the French privateers manning them with the king's subjects, and consequently does not see that either by any relation of Mr. Paris's to the admiralty, or the method of his proceedings in the execution of their lordships' order, he can expect any protection from the lords 'further than what was necessarily done for the preventing any of the king's subjects being entertained on board the said busses' (2496].

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[1] See note to No. 2181.

[2] Hitherto commander-in-chief in the Downs [2449]. See also note to No. 2181.

[3] Captain Henry Carverth, formerly commander of the Woolwich sloop [1733], had been appointed to command the Young Spragge by a commission dated 29 Mar. 1675 (i. 333, *supra*).

[4] Commander of the Wivenhoe fireship. See note to No. 2418.

[5] Vice-admiral of Norfolk [711]. *D. N. B.* lvii. 128.

2548. [p. 244.] 9 *Sept. S. P. to Mr. Lodge*,[1] at Deal. Will speak to 'my brother St. Michel'[2] to advise Bowles to forbear such demeanour towards him as may tend more to his own prejudice than his.

2549. [p. 244.] 10 *Sept. S. P. to the Navy Board.*— Acquaints them that the Norwich is ordered to Kinsale to to be refitted for this next winter's service on the coast of Ireland [2520], that they may send orders thither for her speedy despatch. The commander of the Eagle fireship[3] on the guard at Sheerness is ordered to lay his ship there in such manner as they shall direct.

2550. [p. 245.[4]] 10 *Sept. S. P. to Captain Kempthorne*,[5] Monmouth yacht, at Dublin.—Has received his of 31 Aug., and is glad he has taken the French privateer. About six weeks since an order of the lords was sent him for his transmitting to them the beginning of every month a journal for the preceding month. Having heard nothing from him, encloses another with which the lords expect his punctual compliance.

2551. [p. 243.[4]] 11 *Sept. S. P. to Sir William Poole.*[6] The king insists upon the terms offered him by the letter of 31 Aug. [2533], and agrees to the choice he has made of forfeiting his wages and making good to the Chest the value of his freight, concerning the amount of which the writer has written to the officers of the navy [2552]. Will do him all the right he can touching his seamen's pretences to share in the value of the negroes given him by Lord Willoughby.[7]

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[1] A good many letters written from Deal by Morgan Lodge are among the State Papers (*Cal. S. P. Dom.* 1675–6, index).

[2] See note to No. 2387.

[3] See note to No. 2464.

[4] Out of order in the MS.

[5] See ii. 113 *n. supra.*

[6] Late commander of the St. David [2533]. Charnock, *Biog. Nav.* i. 26.

[7] The reference is probably to the sixth Lord Willoughby of Parham, Governor of Barbados, who died in April 1673 (*D. N. B.* lxii. 34).

2552. [p. 245.] 11 *Sept. S. P. to the Navy Board.*—Desires them to compute and report to the lords what the freight of Sir William Poole's goods will amount unto 'according to the ordinary rate given between merchant and merchant at the time of lading the said goods' [2533, 2551].

2553. [p. 246.] 13 *Sept. S. P. to Captain Day,*[1] Bezan yacht, at Greenwich.—To carry some Essex gentlemen into the Medway and back.

2554. [p. 246.] 13 *Sept. S. P. to Sir William Poole.*[2] Has obtained from the king and lords an interpretation of the commencement of his last voyage that he will think very favourable to him, which is that it shall be from his departure out of the Downs towards the Barbados [2533, 2551]. The stop of his pay will be calculated according to this, and upon his signifying under his hand his submission to this sentence an order shall be issued forthwith for his discharge. As to what goods were brought by any of his officers, doubts not the officers of the navy have or will stop from the parties interested.

2555. [p. 247.] 13 *Sept. S. P. to Sir John Narbrough,*[3] at Tripoli.—Has received his of 19 July, giving an account of his proceedings touching the Madonna and the other vessels therein mentioned, and more particularly of his having sent the negroes—men, women, and children—to be sold, and his keeping the Greeks to be disposed of as his Majesty should direct. His Majesty hath by the advice of the lords declared his approval of his selling the negroes, 'and determined that the Greeks (notwithstanding their pretence of being Christians) shall be sent to Tangier, and there employed as slaves on board the galley;' this determination 'being founded upon the consideration of their being inhabitants of Tripoli, and actually employed in the service of that government, and not going as passengers upon the said ship.'

Hopes every day (not without some disquiet for want of it) to hear of his having received his Majesty's instructions of 14 June [2350], and that the Swallow, Dartmouth, Assistance, and Diamond are come to him, and will be followed soon after by the Harwich and the two fireships [2441], 'that if possible the summer may conclude with some conclusion to that war, his Majesty, my lords, and the merchants receiving in the meantime universal satisfaction in the success you have already obtained upon them so far as that our trade is free, as an evidence whereof Captain Houlding, of the Assistance, tells me from Malta that the Turkey ships [2402] he was to have convoyed to you apprehended themselves so safe without convoy as to decline his company.'

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[1] See ii. 21 *n. supra.*

[2] Late commander of the St. David [2533]. Charnock, *Biog. Nav.* i. 26.

[3] *D. N. B.* xl. 89.

Underwritten: 'A duplicate sent to Livorne to Mr. Ball,[1] 24 Sept. 1675.'

2556. [p. 248.] 13 *Sept.* *S. P. to Sir Thomas Clutterbuck*,[2] at Livorne.—Desires his care of the enclosed [2555].

2557. [p. 248.] 14 *Sept.* 'Sent by the Sapphire, Captain Harman.'[3] *S. P. to Captain Trevanion*,[4] in the Straits.—Is glad the hulk will so suddenly be in a condition to go to Malta [2407].

2558. [p. 249.] 14 *Sept.* *S. P. to the Navy Board.*—The writer fears he has gone too fast in a late business, the pressingness whereof urged him to the doing what he did without calling for their advice. Which is that of Captain Perriman's being appointed 'to look after the business of surveying of merchant ships in order to the preventing the manifold frauds practised . . . in the undue procuring of passes' [2514]. Does not know any officer of the navy 'so well qualified by reason of his ancient experience in the proceedings of merchantmen' as Captain Perriman,[5] and 'the smallness of the action' at present at Sheerness 'led me to believe that his presence might be dispensed with by the help of a fitting deputy, such as he seemed to represent Nathaniel Clifford to be, and the nature of his employment as boatswain of the hulk induced me without much difficulty to the belief of.' If he is mistaken, desires them to propound or themselves make choice of another person as master attendant's deputy.

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[1] Consul at Leghorn [2435].

[2] Victualler for the Mediterranean. See ii. 236 *n. supra.*

[3] See note to No. 2379.

[4] Commander of the Yarmouth. See note to No. 2304.

[5] Captain John Perriman, the master attendant at Sheerness. See ii. 50 *n. supra.*

2559. [p. 249.] 14 *Sept. The same to the same.*—The king having been yesterday to visit his new yacht,[1] building by Sir Anthony Deane,[2] at his return commanded the writer very earnestly to write to them for their causing their plumber to repair on board her and take directions for the casting of the lead designed for her ballasting. Knows that their going about this without a special fund for it is irregular, but if the plumber will be persuaded to give them credit for it, the writer will be 'very solicitous for the finding some way for the having of him paid,' and the lords will be so too. The truth is this point of her building may be as well expected to be done by Sir A. D. as any other, and perhaps they may persuade his foreman to undertake it, as he doth the rest.

2560. [p. 250.] 14 *Sept. S. P. to Captain Lassells,*[3] Garland, in the Downs.—Presses him to hasten with the ships that are to accompany him to his station with the herring fishery off Yarmouth [2522].

2561. [p. 251.] 14 *Sept. S. P. to Captain Baker,*[4] Merlin, at Portsmouth.—It is very hard to his Majesty that a yacht should be employed a whole summer upon one occasion.[5] Is sorry for his disappointment that the king has preferred Captain Pinn, as out of employment [2017],[6] to command the Cleveland yacht in the absence of Captain Davies,[7] especially as he had so long made it his request.

2562. [p. 252.] 14 *Sept. S. P. to Captain Fasby,*[8] at Portsmouth.—Sends him the king's orders for carrying a certain lady of Sussex, Lady Goring,[9] into France. The king has signed his commission for the Charles yacht,[1] and another to Captain Pinn to succeed him [2561], but it is left to him whether to stay for Lady Goring or leave that work to Captain Pinn, the new yacht [2559] being not yet ready to launch.

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[1] The Charles, built at Rotherhithe in 1675, and cast away on the coast of Holland in Nov. 1678 (i. 294, *supra*).

[2] See note to No. 2403.

[3] See note to No. 2181.

[4] See note to No. 2177.

[5] The marginal note is : 'Very ill for his waiting so long for my lord's body.'

[6] Captain Edward Pinn had formerly been in command of the Dartmouth, which had been ordered to be paid off in Dec. 1674 [2017].

[7] Captain William Davies, formerly commander of the Foresight [1949], was not actually appointed to the Cleveland yacht until 11 July, 1676 (i. 343, *supra*). See also ii. 399 *n. supra.*

[8] Commander of the Cleveland yacht [2570].

[9] Lady Goring of Bruton. See *Cal. S. P. Dom.* 1675–6, pp. 286 and 311 ; and note to No. 2861.

2563. [p. 252.] 14 *Sept.* 'Sent by Captain Harman,[2] of the Sapphire.' *S. P. to Captain Killigrew,*[3] of the Harwich, in the Straits.—Has received his of 2 Aug. intimating his having been then 4 days in Cadiz Bay. Sir John Narbrough has been in great want of the two fireships in his company [2441], so the writer hopes he will not exceed the time limited for his stay at the several ports [2411].

2564. [p. 253.] 14 *Sept.* 'Sent by the Sapphire, Captain Harman.'[2] *S. P. to Captain Hamilton,*[4] at Tangier.—His letter of 16 Aug. from Livorne, giving notice of his being driven back thither with great loss of sails, is very unwelcome to the king and lords. Prays that no further time be lost in despatching his ship home, and giving the lords an account of the galley [2440].

2565. [p. 252.[5]] 17 *Sept. S. P. to Lieutenant Godwin,* at the N[avy] O[ffice].—To know how much victuals the Sapphire hath taken in and when, in order to the calculating how much is spent, and her being presently supplied from Dover.

2566. [p. 254.] 17 *Sept. S. P. to Mr. Colston,* consul at Malaga.—Expects that he will do his part in preventing 'that long practised evil' of captains 'going into and staying unnecessarily in foreign ports upon business of their own.'

2567. [p. 254.] 17 *Sept. S. P. to Captain Harman,*[2] of the Sapphire, in the Downs.—Encloses his orders for convoying the Turkey Company's ships to Sir John Narbrough [2519, 2569]; he may daily expect them in the Downs. The king will not assent to his calling at Cadiz and Genoa, as the work the Turkey Company hath now occasioned him will interrupt his attendance on Sallee; and moreover it will occasion a breach of 'the rules his Majesty hath with so much earnestness set against the allowing his ships to go into ports upon any other account than that of his own necessary service.'

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[1] The commission is dated 11 Sept. (i. 349, *supra*).

[2] See note to No. 2379.

[3] *D. N. B.* xxxi. 109. See note to No. 2266.

See note to No. 2440.

[5] Out of order in the MS.

2568. [p. 255.] 17 *Sept. S. P. to Captain Langley,*[1] mayor, at Harwich.—Has communicated his of the 14th to the king and lords.

2569. [p. 255.] 17 *Sept. S. P. to Captain Rooke,*[2] at Portsmouth.—Will do him all offices of friendship, his diligence in his Majesty's service deserving it from him; but as to any convoys designed for the Straits, the Turkey Company having demanded no more than that the Sapphire, which is going thither upon the account of Sallee, may bear them company [2567], the writer does not see any likely to be ordered out this year unless the herring ships should require it.

2570. [p. 256.] 19 *Sept. S. P. to Captain Fasby,* Cleveland yacht, at Portsmouth.—Encloses orders for his proceeding with Lady Goring to Dieppe [2562], and thence to Havre de Grâce to fetch Sir Anthony Deane [2420].

2571. [p. 256.] 20 *Sept. S. P. to Captain Jenifer,* Saudados,[3] in the Downs.—Thanks for his advices of the 18th concerning the injuries said to have been done to some of our ships by the ships of Argeir; also about the ships come in from the Straits and East Indies, and of what the Smyrna ships say touching the Swallow and Dartmouth being joined with Sir John Narbrough, 'of whom we have among us great discourses of a considerable action and success obtained by him against the Tripolines, but the particulars yet wholly unknown.'[4]

2572. [p. 257.] 20 *Sept. S. P. to Captain Dickenson,*[5] Hunter, in the Downs.—His Majesty is well pleased with the success of the service on which he was sent to Surinam [2031] and his speedy return. Desires to know if his ship is in a condition for staying abroad a while in the Downs before he is called in [2585], in place of the Garland and two more lately ordered thence to attend the Yarmouth fishery [2540, 2541, 2543]. The Richmond yacht is ordered to him to bring up some fowl for his Majesty's own use.

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[1] Master of the packet-boats at Harwich [2035].

[2] Afterwards Sir George Rooke. For an account of his career see *D. N. B.* xlix. 204. He had been in command of the Holmes, now paid off [1928].

[3] See ii. 9 *n. supra.*

[4] See Introduction, p. xiii, *supra.*

[5] See ii. 367 *n. supra.*

2573. [p. 258.] 22 *Sept. S. P. to Captain Harman*,[1] of the Sapphire, in the Downs.—There being a sum of money designed to be sent by him for the garrison at Tangier, he is to stay in the Downs till further order, notwithstanding the Smyrna ships should all come there [2582].

2574. [p. 258.] 22 *Sept. S. P. to Mr. Whitfeld*, navy office.—Captain Willshaw,[2] late commander of the Reserve, having applied to the lords for an opportunity of clearing himself from his purser's charges in relation to the frauds pretended by Mr. Jones [3] upon the books of that ship [2362], and the lords having referred the whole matter to a second inquiry by himself and the rest of the gentlemen formerly entrusted therewith, Friday next is agreed on with Captain Shales [4] and Mr. Maddockes [5] for their meeting at the treasurer's office in Broad Street, and he is desired to notify this to Captain Willshaw that he may attend with his witnesses and papers, amongst which is a book which he has declared himself ready to make oath to be a true and perfect copy of the book signed by him and delivered to the purser, so as all differences between the said two books which shall be found at this day he alleges to be chargeable upon the unfaithfulness of the purser and not on him. It will be needful that he advertise the purser also of their meeting.

2575. [p. 259.] 23 *Sept. S. P. to Mr. Stockdale*,[6] at Dover.—Thanks for his of the 18th, wishing only that he had favoured him with 'an account of what I somewhere heard imperfectly the other day of the civility De Ruyter in passing by to the westward expressed to yourself or some other officer of the king's that went off from Dover to him, and more particularly in his striking his flag to the king's colours on board the small boat which that officer went off in, and keeping it down all the time the boat was by his side.'

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[1] See note to No. 2379.

[2] Captain Thomas Willshaw (Charnock, *Biog. Nav.* i. 276) must not be confused with his brother, Francis Willshaw, who had commanded the Concord merchantman [1654].

[3] See No. 2362. This is possibly the Thomas Jones who had been investigating frauds committed by the purser of the Speedwell (*Cal. S. P. Dom.* 1675–6, p. 201).

[4] See i. 73–4 and 79, *supra*.

[5] Robert Maddockes was a paymaster of the navy (*Cal. S. P. Dom.* 1673, p. 161). See note to No. 2990.

[6] Collector of customs at Dover [2749].

As to Mr. Brown's vessel [2333], the lords incline more to rely upon the assertion of one of his Majesty's own officers than the oaths of persons interested for their own benefit, and have done so in the present case, where Mr. Nepueu[1] and Mr. Hays[1] make oath that they were the only proprietors of the vessel, whilst he in his letter of 28 May expressly says with much assurance that no English has any share or interest in her. If they do insist upon the vessel's going to sea by virtue of the pass given them by the lords, the lords will certainly insist upon that assurance of his of her being foreign property ; but if they shall be contented to deliver up the lords' pass and demand a new one from the magistrate of Dover (as they may now regularly do by virtue of the late regulations set by the council board in the business of granting passes[2]), the writer will be ready to send to him or them the affidavit Mr. Nepueu and Mr. Hays last made before a master in Chancery, to enable them to give the Mayor of Dover and the officers of the customs concerned in it the satisfaction requisite for leading them to grant them one.

2576. [p. 260.] 24 *Sept.* 'Sent by express, past 2, afternoon.' *S. P. to Mr. Taylor,*[3] at Harwich.—Thanks for his letter of yesterday touching the Pearl, and Higgeson, who shall be immediately inquired after. Desires his care of the enclosed [2577] which comes open to him.

2577. [p. 261.] 24 *Sept.* 'Sent by express at past 2 in the afternoon, under cover to Captain Taylor,[3] at Harwich [2576]. *S. P. to the Commanders of his Majesty's frigates the Pearl and Saudados, or either of them,* at Harwich or elsewhere.—His Majesty being, by a petition delivered him by some merchants about an hour since, informed of a particular injury offered to the Hope, of Hamburg, belonging to his Majesty's subjects, by a small vessel said to be commanded by an Englishman, one Polston by name, and with him one Hunter, acting as his lieutenant under a French commission, they are to seize her and bring her in, either to the Downs or Harwich.

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[1] See note to No. 2333.

[2] See Introduction, p. xx, *supra.*

[3] Storekeeper at Harwich. See ii. 44 *n. supra.*

2578. [p. 262.] 24 *Sept.* 'Sent under cover to Mr. Ball[1] in Mr. Secretary Coventry's[2] packet to Livorne' [2579]. *S. P. to Sir John Narbrough*,[3] at Tripoli.—His letters of 5 and 9 Aug. were considered by the king and lords with great satisfaction, and particularly his burning the Tripoli galleys,[4] and the earnestness wherewith that people seem to be thereby now driven to solicit for a peace. The king and lords 'being much convinced of the reasonableness of what you note touching the little expectation to be had of their making any restitution by money, and not much more of obtaining any heads, . . . through the death and absence of those who were chiefly guilty of the breach with us, and the concernment of the present Dey in the matter, it is determined . . . that you shall forbear to insist upon heads, and proceed upon what you propose for his Majesty's accepting of their discharge of Christian slaves, though of other nations, there being a considerable point of honour obtained by it, and that seeming to be all that is to be hoped for from it; the manner of your execution whereof as to the number, value, and other circumstances relating to the obtaining of liberty for those slaves, and removing of them thence, his Majesty is pleased to leave to your single discretion and conduct' [2619]. As to his advice of supplying him with small vessels to be employed as fireships for attempting something upon their ships in harbour in case they should not be brought to a peace upon our terms, the writer encloses orders authorising his using the remainder of the contingent money for that purpose, hoping in a very little time to remit him a further sum of money for making good the value of the said boats borrowed out of the contingent money. His conduct of this affair 'finds universal acceptance, both at court and elsewhere.' If he should come to a treaty, it occurs to the writer that it might not be hard for him to obtain something that might not be ungrateful to the king, namely, some of the horses and mares of the breed of that country.

Postscript.—Sends herewith duplicates of his of the 13th [2555], and the king's orders sent therein.

Underwritten: 'Duplicate hereof sent 15 Oct. to Livorne.'

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[1] Consul at Leghorn [2579].

[2] *D. N. B.* xii. 357.

[3] *Ibid.* xl. 89.

[4] See Introduction, p. xiii, *supra.*

2579. [p. 264.] 24 *Sept. S. P. to Mr. Ball*, consul, at Livorne.—Desires his care of the enclosed [2578].

2580. [p. 264.] 26 *Sept. S. P. to the Navy Board.*—Transmits the substance of the lords' resolutions on those points of the victualling contract[1] still in dispute at their last meeting, and desires them to cause the draught of the contract to be new drawn over with such alterations as these shall occasion, and that done to be returned hither in order to its being despatched to the council board for its passage to the great seal.

2581. [p. 265.] 26 *Sept. S. P. to Mr. Hayter*,[2] navy office.—This comes, accompanied with a letter to the board [2580], the trouble of which will fall principally to his single share, partly to notify to him the earnestness wherewith it is expected the victualling contract should now receive its finishing after the stay it has so long received from the expectation of Sir Jeremy Smyth's return to town, in whose peculiar charge it lies[3] (would his health have permitted it [2425]) that the same should be well done, and partly to desire that if he conceives any part of the paper sent not to come up to the full of what was determined he will advise him.

2582. [p. 265.] 27 *Sept. S. P. to Captain Tyte*,[4] Richmond yacht, at Deptford.—To carry the bearer, Mr. Arthur Read, with such chests of money as he shall bring with him, into the Downs to the Sapphire [2573, 2587], where he is to deliver the money to Captain Thomas Harman, her commander, and return with Mr. Read to Deptford.

2583. [p. 266.] 27 *Sept.* 'Sent by express to Captain Taylor,[5] 5 a clock afternoon.' *S. P. to Captain Booth*,[6] Pearl, at Harwich.—Has acquainted the king with what he writes of the leakiness of his ship, and encloses his orders for her being brought up to Deptford [2590].

2584. [p. 266.] 27 *Sept. S. P. to Mr. St. Michel*,[7]

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[1] This appears to have been a revised contract with the old victuallers (i. 165, *supra*).

[2] See note to No. 2102.

[3] Sir Jeremy Smyth was comptroller of the victualling. *D. N. B.* liii. 65.

[4] See ii. 375 *n. supra.*

[5] Storekeeper at Harwich. See ii. 44 *n. supra.*

[6] See ii. 218 *n. supra.*

[7] See note to No. 2387.

Deal.—To repair on board the Katharine, of London, a merchantman in the Downs, and inform himself in as many of the circumstances contained in the enclosed paper as he can from his personal visiting of the ship and discoursing with her master and company, it being in order to a pass. He is to put the sea-water on board the Richmond yacht, now going to the Downs [2582]; as for cask, he may demand it of any purser there, to whom it will be allowed on his account, it being for the king's particular service.

2585. [p. 267.] 27 *Sept.* *S. P. to Captain Dickenson,*[1] Hunter, Downs.—His Majesty being satisfied with the condition his ship is in for staying abroad for some time, his warrant for so doing is enclosed [2572].

2586. [p. 267.] 27 *Sept.* *S. P. to Commissioner Beach,*[2] at Chatham.—Leave to come to town.

2587. [p. 267.] 27 *Sept.* *S. P. to Captain Harman,*[3] of the Sapphire, in the Downs.—Sends orders for his receiving some money for the garrison of Tangier from Mr. Arthur Read [2582], who has directions to bring from him three receipts of like date and tenor, expressing the number of bags and boxes, and marks of the contents. He is to receive from his hand the key of the boxes sealed up and directed to Mr. Phineas Bowles, paymaster of the garrison at Tangier, who is to receive the money and give him three like acquittances. Hopes to send him his last despatches to-morrow or next day, and by that time it is possible the remainder of the Turkey ships [2569] may be with him.

2588. [p. 268.] 27 *Sept.* *S. P. to Sir John Pettus.*[4]—Has moved the king and lords in the subject of his petition on behalf of the towns of Dunwich, Southwold,[5] Aldeburgh,[6] Lowestoft,[7] and Ipswich. The lords—after demanding of the commissioners for the sick and wounded their respective accounts, as well for the time preceding the provision last made by the lord treasurer's favour of 500*l.* a week, as the payments made thereupon since towards satisfying proportionably the arrears due to the several sea towns—depend for that neighbourhood for which he is so worthily concerned upon an account to be delivered in by Sir William Doyley,[1] which he appears to have been prevented by sickness from delivering in sooner, but may be looked for from him before the next term, till which time the writer does not see what can be done more than is, the lord treasurer continuing (as he thinks) to do his part still duly. Is sorry his is the only district from which any complaints have been hitherto made, either of the unequal distributing or not due paying the moneys found by the lord treasurer for answering this so charitable occasion.

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[1] See ii. 367 ***n. supra.***

[2] Resident commissioner of the navy at Chatham.

[3] See note to No. 2379.

[4] See ii. 311 ***n. supra.***

[5] MS. 'Sould.' See note to No. 3289.

[6] MS. 'Alborough.'

[7] MS. 'Lastoofe.'

2589. [p. 269.] 28 *Sept. S. P. to Captain Kempthorne,*[2] Monmouth yacht, at Dublin.—Has received his of the 18th, with a copy of his journal for the last month.

2590. [p. 269.] 4 *Oct. S. P. to the Navy Board.*—To survey the Pearl at Deptford and report her condition to the lords [2583].

2591. [p. 270.] 5 *Oct. S. P. to Captain Wright.*[3]—When he has landed Monsieur Calloet at Dieppe, he is to return to Calais [2592], to take on board arms, &c., for the Duke of Monmouth (staying for them 2 days and no longer), and this done to return to Greenwich.

2592. [p. 270.] 6 *Oct. The same to the same,* Kitchen yacht, at Greenwich.—To continue at Dieppe 4 days, notwithstanding his former orders [2591], to receive Madame de la Tremblaye and her company, and also a coach for Lady Mordaunt [2607]. His voyage to Calais being by this means put by, he is to acquaint Captain Tyte,[4] commander of the Richmond yacht, with what directions he has received from the Duke of Monmouth [2607].

2593. [p. 270.] 8 *Oct. S. P. to Captain Jenifer,* of the Saudados,[5] in the Downs.—As the king's orders of 27 Sept. last, sent him to Harwich, for enlarging his station as far as Yarmouth Roads are not come to his hands, another order for that service is enclosed.

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[1] Sir William Doyley had been a commissioner for the care of sick and wounded seamen during the second and third Dutch wars (i. 133-4, *supra*).

[2] See ii. 113 *n. supra.*

[3] Commander of the Kitchen yacht [2592]. See ii. 12 *n. supra.*

[4] See ii. 375 *n. supra.*

[5] See ii. 9 *n. supra.*

Margin: 'Sends the king's orders for his cruising for 8 days.'

2594. [p. 271.] 8 *Oct. S. P. to Mr. Stockdale,*[1] at Dover.—Encloses the affidavit of Mr. Nepueu and Mr. Hays as desired [2575]. Is very sorry that 'neither you nor the Mayor of Dover have yet received any advertisement from the commissioners of customs touching those regulations lately passed in council [2488] about granting of passes.'[2] As to the mayor, it may possibly be more proper that he should receive them from the council board, about which care shall be taken to know his Majesty's pleasure, but as to the officers of the customs they are for certain to receive them from the commissioners in pursuance of the lord treasurer's order to them. Has communicated to the lords his of 29 Sept. about Mr. Crocker, who will hold their hands from granting of any passes upon the reputation of his propriety.

2595. [p. 271.] 8 *Oct. S. P. to Mr. Neale,* postmaster at Deal.—Has received the packet of the 2nd inst., sent to Captain Harman, whose sudden departure prevented its delivery [2599]. Desires him to put a reasonable value upon his services in despatching his Majesty's letters and providing and sending up the daily list from the Downs.

2596. [p. 272.] 8 *Oct. S. P. to Captain Clements,* Greyhound, in the Downs.—Neither the king or lords have at any time, or very rarely (and that on foreign voyages only), granted press-warrants in time of peace, so the writer would not advise him to solicit the lords for it, as they will make very great difficulty of granting it. Has received the desires of his boatswain, gunner, and carpenter for being allowed servants, but they are to apply to the officers of the navy.

2597. [p. 272.] 9 *Oct. S. P. to the Bailiffs of Yarmouth.*—Is sorry they find pilots so hard to come by for the king's ships; it stands not with the practice of the navy in time of peace to make use of press-warrants to compel them. Coghlan, the privateer [2505], upon confession was 'deeply fined' by the court, and remains in prison till the same be either paid, or remitted by his Majesty; the court recommends to them that some expedient be found to pay the charges of those that came from Yarmouth to prosecute him.

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[1] Collector of customs at Dover [2749].

[2] See Introduction, p. xx, *supra.*

2598. [p. 273.] 9 *Oct.* *S. P. to Captain Taylor,*[1] at Harwich.—Thanks for his advices.

2599. [p. 274.] 15 *Oct.* 'Sent by express, 12 at night.' *S. P. to Captain Harman,*[2] at Falmouth.—Hopes this will reach him at Falmouth [2600], it being of importance to the king that the packet come to his hand for which he was expressly directed by his last orders to stay in the Downs [2595].

Postscript.—Besides the packet returned from the Downs, the writer encloses one to Lord Inchiquin,[3] one to Mr. Bland, and a third to Mr. Bowles[4] at Tangier.

2600. [p. 274.] 15 *Oct.* 'Sent by express at 12 at night.' *S. P. to the Mayor of Falmouth.*—Having this day received a letter from the commander of the Sapphire of his being put back to Falmouth by contrary winds, with his convoy, the writer desires him to convey the enclosed to him [2599], or to return it if he be gone [2616].

2601. [p. 274.] 20 *Oct.* *S. P. to Sir Thomas Chicheley.*[5]—Prays for a particular of the charge of guns, carriages, and gunner's stores for a ship of the rate in the margin.

Margin: 4th rate, Assistance; 5th rate, Dartmouth; 6th rate, Greyhound.

2602. [p. 275.] 21 *Oct.* *S. P. to Captain Gunman,*[6] commander of the Anne yacht.—To stay 10 days at Dieppe after his arrival there with Mrs. Churchill, to bring Colonel Churchill[7] thence in case he be ready.

2603. [p. 275.] 24 *Oct.* *S. P. to the Navy Board.*—Encloses Captain Booth's[8] journal of the late voyage of the Pearl.

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[1] Storekeeper at Harwich. See ii. 44 ***n. supra.***

[2] See note to No. 2379.

[3] See note to No. 2113.

[4] Paymaster of the garrison at Tangier [2587].

[5] Master-general of the ordnance. *D. N. B.* x. 231.

[6] Charnock, *Biog. Nav.* i. 225.

[7] John Churchill, afterwards Duke of Marlborough, was at this time a colonel in the French service (*D. N. B.* x. 315). He did not marry until 1678, so 'Mrs. Churchill' is not the future duchess. The reference might possibly be to his sister Arabella, the mistress of the Duke of York (*D. N. B.* x. 307).

[8] See ii. 218 ***n. supra.***

2604. [p. 275.] 26 *Oct.* *S. P. to Captain Sanderson,* of the Portsmouth yacht.—To give passage to Mr. Fossewell to Dieppe when he goes thither with Lord Berkeley.[1]

2605. [p. 276.] 29 *Oct.* *S. P. to Captain Tyte,*[2] Richmond yacht, at Deptford.—To take on board the bearers with the goods and baggage of Lord Wiltshire,[3] and proceed to Rye to attend his coming for transport into France.

2606. [p. 276.] 29 *Oct.* *S. P. to Lord Arlington,* lord chamberlain of the household.—Signifies his Majesty's resolution of bestowing on the bearer, Mr. William Idle [1490], as of his bounty, a medal to the value of 50*l.* in consideration of the good service by him performed in retaking from the Dutch, and bringing away from Cadiz Bay, an English ship called the Bachelor [1482, 2032, 3121], which had formerly been taken by them at New York, and whereof the said Idle was master.

2607. [p. 277.] 31 *Oct.* *S. P. to Captain Tyte,*[2] Richmond yacht, at Rye, bound for Dieppe.—To give passage to Madame de la Tremblaye from Dieppe [2592], and a small coach belonging to Monsieur Ruvigny, envoy extraordinary of his most Christian Majesty.

2608. [p. 277.] 1 *Nov.* *S. P. to Sir John Frederick.*[4]—Had the business of the poor children discoursed at the last sitting of the lords, and hopes to see it ripened for confirmation at the council table next council day. The lords of the admiralty are greatly satisfied with the beginning he had so happily made in the disposal of two of the children.

2609. [p. 278.] 9 *Nov.* *S. P. to the Navy Board.*—The ships in the margin being suddenly expected home from the Straits and Tangier, the writer desires to know unto which yards they should be brought to be laid up.

Margin: Success, Mary Rose, Guernsey, Rose.

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[1] MS. 'Bartlett,' a form which occurs in the *Diary* (i. 158, Wheatley's edition). John, Lord Berkeley of Stratton, was one of the ambassadors extraordinary appointed in Dec. 1675 to attend the congress of Nimeguen (*D. N. B.* iv. 362).

[2] See ii. 375 *n. supra.*

[3] Charles, Earl of Wiltshire, the eldest son of the Marquis of Winchester, was about to travel abroad for two years (*Cal. S. P. Dom.* 1675-6, p. 368).

[4] Sir John Frederick was at this time President of Christ's Hospital (Pepysian MSS. No. 2612, p. 151). See also ii. 382 *n. supra.*

2610. [p. 278.] 9 *Nov. S. P. to Mr. St. Michel*,[1] at Deal.—There having been lately obtained from the lords by virtue of an order from the king and council a pass for the security of the Nativity of Christ on her passage from Amsterdam to the Port of London, she being now lately arrived in the Downs laden with deals for Spain, he is desired to visit and report on her, as in the case of the Katharine of London [2584], that the lords may be moved for granting a further pass for her safety in her intended voyage [2657].

2611. [p. 279.] 9 *Nov. S. P. to the Navy Board.*—There being some recruits of men to be suddenly sent over for Tangier, the Garland is ordered into Sheerness to refit for that service. Besides the ships named in his of this morning [2609], the Speedwell and Deptford ketch are likewise ordered up to Deptford to be paid off. They are to take care that the lord treasurer be moved for moneys for their discharge.

2612. [p. 279.] 10 *Nov. S. P. to Captain Jenifer*, Saudados,[2] in the Downs.—Has received his of the last of October with a copy of his journal for that month.

2613. [p. 279.] 10 *Nov. S. P. to Captain Clements*, Greyhound, in the Downs.—Has received his of the 1st, with a copy of his journal for last month. Having acquainted his Majesty with what he writes of the present condition of his ship, he is pleased to direct her being brought to Sheerness to be refitted.

2614. [p. 280.] 11 *Nov. S. P. to Mr. Peachey*, clerk of the ropeyard at Portsmouth.—'Letting alone the mentioning anything relating to your proceedings against Pope, &c. (which have been by them reported to have been very irregular),' or the resentment of the lords 'for her proceedings in arresting an officer of the king's without their permission, I shall only give you a copy of my lords' order . . . for the discharge of the said Pope and the bailiff that arrested you, as also a copy of my lords' declaration upon her petition to them after her being discharged, praying their leave for prosecuting you at law, granting her the leave she desired; their lordships not holding it fit that any man should be protected by his relation to the king's service in his denying rightful satisfaction to others his Majesty's subjects where the present condition of his service under the care of that officer will without obstruction permit the same.'

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[1] See note to No. 2387.

[2] See ii. 9 *n. supra.*

2615. [p. 280.] 11 *Nov. S. P. to Captain London*, Norwich, Beaumaris.[1]—Will inform the king and lords of his complaint to the officers of the navy of his boatswain's embezzling stores belonging to his ship.

2616. [p. 280.] 11 *Nov. S. P. to the Mayor of Falmouth.*—Thanks for his care of the packet to Captain Harman [2600]. It was a misfortune that it missed him so little.

2617. [p. 281.] 12 *Nov. S. P. to Captain Gunman*,[2] of the Anne yacht.—When he arrives at Calais (where Lady Hamilton designs to land instead of Dieppe) he is to wait 6 days for the Count de Grammont,[3] and bring him into the river of Thames.

2618. [p. 281.] 12 *Nov. S. P. to Captain Smith*,[4] Navy yacht.—If during his stay upon the coast of Holland he is applied to by Colonel Fenwick,[5] he is to give him and his company passage into the river of Thames.

2619. [p. 282.] 15 *Nov.* 'Sent under cover to Sir Thomas Clutterbuck's house[6] at Livorne.' *S. P. to Sir John Narbrough*,[7] before Tripoli.—In reply to his of 12 Sept. and 13 Oct., the latter of which arrived last night, the king sends him the enclosed orders under his own hand.

'I am very sorry for the blame you find cause to impute to the failure of the Success in not doing her part upon the two Tripolines that first came forth; . . . his Majesty is of opinion that the most regular and that which is like to prove the most effectual way of taking notice of and preventing any like failures for the future is by . . . a court-martial, which you are by special authority to that purpose given you fully empowered to do. . . . The king is moreover pleased to take notice that the captain's sickness seeming to make excuse for him, the lieutenant ought to be accountable after him for what neglect there was. . . . His Majesty approves of the reason of your proceeding in sending home of that ship[1] (after borrowing what powder, shot, and victuals she could spare for the use of the ships remaining with you), together with the Newcastle and Roebuck, the captain of the former of which hath for a good while seemed desirous to come home, and upon his coming he will as you desire be consulted with touching what is requisite for the further carrying on of this war in the state whereto 'tis at this day brought through the obstruction and headiness of the present Dey, and his military men about him, in whose hands you observe the conduct of all things to be at this day fallen without expectation of being bettered until constrained to it by some loss at sea, or induced to it upon the arrival of the chiaus[2] from the Grand Signior, whom your letter mentions to be on his way towards Tripoli.'

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[1] MS. 'Bewmorris.'

[2] Charnock, *Biog. Nav.* i. 225.

[3] Philibert, Comte de Grammont, who had married 'la belle Hamilton' in 1664. He paid frequent visits to England (*D. N. B.* xxiv. 146).

[4] See note to No. 2125.

[5] Afterwards Sir John Fenwick. See *D. N. B.* xviii. 329.

[6] See note to No. 2350. 'House' is probably used here in the commercial sense.

[7] *D. N. B.* xl. 89.

'Though it did not speed, yet his Majesty is pleased to approve of your proposing to them of Tripoli their discharging so many Christian captives as amount to the value of the 80,000 pieces of eight at which the loss sustained by us from them is, it seems, calculated [2578]; . . . and how needful it is that something should be insisted upon by way of restitution appears from the ill effect of that one instance which the Tripolines do now make use of, of our having heretofore made peace with those of Argeir on those terms, plainly showing that a peace to be now made on the same terms can in no wise be depended upon; on which consideration it is that his Majesty and my lords do hold it advisable to continue the war still, in hopes that by some means or other they will be brought to a desire of compliance upon much cheaper terms to the king, though the war should remain a while longer, than it would be (after what hath already been spent upon it) to make a peace that cannot reasonably be relied upon to last without as great a charge to maintain it after making as it hath cost in the procuring, which by your letters seems also to be your own apprehensions concerning it.'

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[1] According to Teonge, the Success was sent home because she was 'no longer able to abide the sea' (*Diary*, p. 67).

[2] MS. 'Chiouse.' 'A Turkish messenger, sergeant, or lictor' (*Oxford Dictionary*).

His Majesty approves very well of what he has done, since the getting forth of those ships of Tripoli (which he could not prevent), in sending the Dragon, Assistance, and Dartmouth up the Levant for securing of trade, and his own intentions of going himself with the Swallow as high as Zante. It is matter of very much trouble to the king and lords that he has so long wanted the company of the Harwich and her fireships [2441]. Desires him to make very strict inquiry both of Captain Killigrew[1] and his officers when they shall arrive, of the true occasion of his spending two months' time between his being at Cadiz and coming to Livorne, as also what merchantmen he convoyed thither, and what is offered in excuse for his omitting to go first to Argeir and Tunis. Hopes it will be the last time that his Majesty will ever be prevailed with to indulge any captain's request in the like kind [2411, 2441, 2563]. He should examine also how the Portsmouth and Yarmouth come to be so soon out of provisions, who went away with 4 months' victuals complete from hence, which by short allowance might have lasted six; besides, the writer finds by the account of stores sent to Malta for the use of his fleet that no inconsiderable part thereof was put on board the Yarmouth, which his letters are silent in as if she had brought none, as he also is touching the Europa [2402], which was ordered to bring him some fishes and other stores of that kind, which were lodged in her for the use of the king's ships employed about Tangier and Sallee.

'Give me leave to take notice of one thing which I find in a letter of yours to the officers of the navy touching one reason of the Tripolines so much outsailing us—namely, our ships being pestered with cabins,[2] an evil which his Majesty hath long paid dearly for, and is very worthy your taking severe notice of and causing to be rectified.'

His Majesty doth take notice of the great care he has taken in his instructions to his commanders that they spend not time uselessly in port. 'It is with infinite reluctancy and grief that the pains which I in my own particular have taken ever since I had the honour to serve the king in this post in relation to that very circumstance [2435, 2438] have succeeded no better than to have such an instance[1] at this day given us of the liberty taken by commanders in that particular.'

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[1] Commander of the Harwich [2563]. *D. N. B.* xxxi. 109.

[2] A new establishment of cabins had been adopted by an order of 16 Oct. 1673. See i. 189–192, *supra.*

Hopes there will be no want of victuals; shall press Sir Thomas Clutterbuck[2] for providing timely further supplies, 'as well knowing how much the success of this war depends upon the steadiness of your supplies at Malta, and how unhappy the whole affair must be if you should be driven to fetch them from Livorne, especially under the ill usage the king's ships at present receive from that place' [2279].

He is to inquire into the occasion of the Diamond's long stay from him. As Sir John Berry[3] in the Bristol, together with Captain Carter[4] in the Swan, are likely to be very soon at Livorne with the fish ships under their convoy from Newfoundland, they are left to his disposal if he shall think fit to keep them with him.

Underwritten: Duplicate sent to Livorne, 22 Nov., and another 13 Dec. per the Katharine, a merchant ship, Mr. Andrews, master, bound to Malta.

2620. [p. 287.] 15 *Nov.* 'Sent to Livorne with Sir John Narbrough's' [2619]. *S. P. to Captain Story,*[5] of the Portsmouth.—The king and lords desire that he will lose no time in refitting for sea, 'his Majesty's service having already too much suffered since the present breach with Tripoli by the liberty taken by some commanders of his ships of going in and continuing in port unnecessarily [2435, 2438], to his Majesty's and my lords of the admiralty's great displeasure, which I doubt not but you will be always careful to avoid.'

Underwritten: Duplicate to Livorne, 22 Nov.

2621. [p. 287.] 15 *Nov.* 'Sent as before' [2620]. *S. P*

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[1] *I.e.* as that of Captain Killigrew.

[2] Victualler for the Mediterranean. See ii. 236 *n. supra.*

[3] See note to No. 2274.

[4] See note to No. 2268.

[5] See note to No. 2304.

to Captain Trevanion,[1] of the Yarmouth. [*To the same effect as the preceding.*]

Underwritten: Duplicate as before [2620].

2622. [p. 288.] 15 *Nov. S. P. to Sir Thomas Clutterbuck*,[2] at Livorne.—Thanks for his advices of the king's ships that have been in his port. Presses him to give all despatch to what ships shall come there for refitting, and desires him to send the enclosed letters [2619, 2620, 2621].

2623. [p. 288.] 15 *Nov. S. P. to Mr. St. Michel*,[3] at Deal.—Desires him to deliver the enclosed letters to the commanders of several ships expected in the Downs from the Straits and Tangier.

2624. [p. 281.[4]] 17 *Nov. S. P. to the Navy Board.*—Has spoke to Captain Perriman[5] of what they wrote in theirs of 12 Oct. 'But being above all things jealous of having any neglect, either of the king's service or your orders, shrouded under any pretences within my power to prevent or remove, I desire that in case he hath not discharged himself of the blame your said letter of 12 Oct. seems to lay upon him, you will please to let me know it, that I may do what shall be my further duty touching the same.'

2625. [p. 289.] 18 *Nov. S. P. to Captain Jenifer*, Saudados,[6] in the Downs.—Doubts not but redress will be obtained for the English master he speaks in his of the 17th. As to his of the 15th, his not being gratified in what he desires proceeds from no want of kindness in the writer but a compliance with the occasions of the king's service.

2626. [p. 289.] 18 *Nov. S. P. to Captain Lassells*,[7] Garland, at Sheerness.—Has received his of the 16th, having for several days looked for notice of his being arrived at Sheerness, both the king and lords expecting it in order to his being immediately refitted for transporting some soldiers to Tangier [2637]. To use all endeavours for his despatch.

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[1] See note to No. 2304.

[2] Victualler for the Mediterranean. See ii. 236 *n. supra.*

[3] See note to No. 2387.

[4] Out of order in the MS.

[5] Probably Captain John Perriman, the master attendant at Sheerness. See ii. 50 *n. supra.*

[6] See ii. 9 *n. supra.*

[7] See note to No. 2181.

2627. [p. 290.] 19 *Nov. S. P. to Captain Clements,* Greyhound, at Sheerness.—Leave to come to town for 4 days.

2628. [p. 290.] 20 *Nov. S. P. to Captain Tyte,*[1] Richmond yacht.—In his present voyage to Dieppe, he is to give passage to Madame Le Roy and one person more with her [2645].

2629. [p. 291.] 21 *Nov. S. P. to Captain Pinn,*[2] of the Cleveland yacht, at Greenwich.—To accompany the Charles yacht [2630] in the trial which Captain Fasby is to make of her sailing, working, and other qualities.

2630. [p. 291.] 21 *Nov. S. P. to Captain Fasby,* of the Charles yacht,[3] at Greenwich. He is to fall down with his yacht to the buoy of the Nore or thereabouts, in order to his making the most effectual proof he can of her 'working, sailing, and other qualities,' improving his passage down and back again in the best manner he can towards the end aforesaid and reporting the same to his Majesty at his return.

2631. [p. 297.[4]] 22 *Nov.* 'Sent to Livorne in Mr. Secretary Coventry's[5] packet.' *S. P. to Sir John Narbrough.*[6]—'His Majesty and my lords of the admiralty have been of late greatly alarmed by some advices touching a breach like to happen between us and those of Argeir, by the mediation of the Dutch, who are said to be at this time soliciting for a peace for themselves to the prejudice of ours, which, if it should happen, may occasion a great increase of charge to the king, but must be gone through with the best husbandry that we can.'

Underwritten: Duplicate 13 Dec. by the Katharine, a merchant vessel in the Downs, bound to Malta.

2632. [p. 292.] 24 *Nov. S. P. to Mr. Hayter,*[7] at the navy office.—Went to the duke this morning to gain his assistance, but found that upon the removal of Mr. Betts, and the intercession of Sir John Tippetts[8] and Sir Anthony Deane,[9] he had promised the next vacancy of the caulker's place at Portsmouth to Mr. Medbury; but the writer hopes to serve his kinsman Mr. Evans in somewhat else that may befit him.

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[1] See ii. 375 *n. supra.*

[2] See No. 2561.

[3] See No. 2562.

[4] Out of order in the MS.

[5] *D. N. B.* xii. 357.

[6] *Ibid.* xl. 89.

[7] See note to No. 2102.

[8] See note to No. 2530.

[9] See note to No. 2403.

2633. [p. 292.] 24 *Nov.* *S. P. to Commissioner Beach,*[1] at Chatham.—Having understood that upon the submission of Mr. Brouncker, purser of the Unicorn, he had thought fit to pass by his misbehaviour at that time [2225], the writer yet thought it his duty after 6 months' trial which he has now had of his amendment to ask how he hath behaved himself since that time, desiring him impartially to enable him to give the king and lords a true account of it [2698], 'as being resolved to omit nothing in my place to do towards the improvement of the discipline and manners of the navy, as long as I shall be thought worthy of serving his Majesty in it' [2743].

2634. [p. 293.] 24 *Nov.* *S. P. to Mr. Pitt*, clerk [of the] control at Portsmouth.—Desires to know whether he continues to ask his removal from his present employment to a purser's place of a great ship. 'This I do propose the rather to you for that I do not see any great probability of the king's being in a condition to enlarge salaries, though truly I should as soon give my advice for it in your case as in the case of any person in the navy, so much do I consider the length of your service, with your great industry and experience in it, and the charge you have in family to support by it.'

2635. [p. 293.] 24 *Nov.* *S. P. to Captain Clements,* Greyhound, at Sheerness.—Has received his of the 19th.

2636. [p. 294.] 24 *Nov.* *S. P. to Mr. Burgess,* storekeeper at Woolwich.—It has not been from unmindfulness but from the mislaying of a paper that the writer has no sooner taken notice to him of an information of 22 April sent him from the officers of the navy about his having without order lent a cable out of his Majesty's stores to one John Bugby, master of a merchantman, and continued the loan of it even after his having entered it returned upon his books. Knows his Royal Highness's particular goodwill to him, and recollects that Sir John Werden[2] did say something in his behalf, but 'I cannot, either in duty to his Highness, faithfulness to the king, or friendship to you, upon the papers coming again this day to my view, omit (though late) to take this notice of it to you, with my advice that you will upon no consideration whatsoever adventure upon any practice like this again.'

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[1] Resident commissioner of the navy at Chatham.

[2] Commissioner of the navy (i. 40, *supra*) and secretary to the Duke of York (*D. N. B.* lx. 295).

2637. [p. 295.] 24 *Nov. S. P. to Captain Lassells,*[1] Garland, at Sheerness.—The king and lords do not think fitting to make him any addition of men and guns, in regard his ship is designed only to carry some recruits of soldiers to Tangier, and immediately to return back again. The number of soldiers is 120 [2723]; desires to hear from him if he has not convenience for the stowage of so many.

2638. [p. 295.] 24 *Nov. S. P. to Mr. Joynes,* marshal of the admiralty.—The lords having understood that Richard Collier, the seaman lately committed into his custody, is dead, desire to know the truth of it and the occasion of his death.

2639. [p. 296.] 24 *Nov. S. P. to Captain Perriman,*[2] master attendant at Sheerness.—Acquaints him of an information come against him [2653] that, 'to the entire defeating the king and my lords of the admiralty of the fruits of all that care and circumspection which has been by them taken towards the preventing the manifold frauds to which the granting of passes is subject, you have found out a way of giving certificates upon surveys by you pretended to be made on ships lying in the River, whilst either no such ships are at all, or if they be they are not actually in the River, but abroad, out of your power to have any survey upon; and that as an instance thereof you did by such a certificate, bearing date 19 Oct. last, mislead my lords to the granting a pass to a ship called the Town of Newcastle, Leonard Williamson, master, which is said not only not to have been at that time in the River, but that upon that score a pass had been denied to her, and would still have been so had not you been prevailed with to give a certificate for her as if she had been at Gravesend and there been surveyed by you.' Desires an answer from him in time for the meeting of the lords on Saturday next [2752].

2640. [p. 297.] 26 *Nov. S. P. to Sir Martin Wescombe,*[3] at Cadiz.—Prays him to send the enclosed packet to Mr. Phineas Bowles[1] at Tangier.

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[1] See note to No 2181.

[2] See note to No. 2752, *infra*, and ii. 50 *n. supra.*

[3] Consul at Cadiz [1553].

2641. [p. 297.] 27 *Nov. S. P. to Captain Lassells*,[2] Garland, at Sheerness.—Leave to come to town for 2 or 3 days.

2642. [p. 298.] 27 *Nov. S. P. to Captain Shales*,[3] at my lord treasurer's.[4]—Those servants of the duke's which have heretofore solicited the lords touching the matter in difference between him and them, have become very solicitous again in their attendance on the lords, and particularly Lord Craven,[5] about it, and the lords have committed to the writer the care of accommodating the difference if he can [2764]. Prays an opportunity to speak with him about it.

2643. [p. 298.] 27 *Nov. S. P. to the Right Honourable Ralph Montagu*,[6] *Esquire.*—A yacht will be at Calais on the day he directs [2949]. Presumes that he will let the Conde de Castel Melhor[7] be informed thereof that he may not fail of meeting her [2652], the time limited by his Majesty for the attendance of his yachts on these occasions not exceeding 4 days.

2644. [p. 299.] 29 *Nov. S. P. to Captain Jenifer*, Saudados,[8] in the Downs.—Will take the pleasure of the king and lords touching his exercising the place of commander-in-chief in the Downs, but first desires 'an answer to these two or three queries: 'First, whether this be the first and only occasion of your answering salutes in the Downs; Next, how far you have understood it to be the right of the eldest captain (only upon the score of seniority) to set the watch and answer salutes in the Downs, several instances lying within my memory where not the seniority of the commander but the rate and quality of the ship hath been the rule of precedence in this matter; and Lastly, by what measure you answer salutes as to the number of guns, and how you have proceeded in the present case or any other (if any other hath lately happened in the Downs), your standing instructions being very express in this point, as you will find in the 39th article thereof' [2648, 2658].

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[1] Paymaster of the garrison at Tangier [2587].

[2] See note to No. 2181.

[3] See i. 73-4 and 79, *supra*.

[4] The Earl of Danby. See *D. N. B.* xlii. 296.

[5] On William Craven, Earl of Craven, see *D. N. B.* xiii. 43. He had been appointed one of the lords of the admiralty, 28 July, 1675 (i. 39, *supra*).

[6] Afterwards Duke of Montagu. He was master of the great wardrobe, and had been admitted to the Privy Council 2 Jan. 1672 (*D. N. B.* xxxviii. 263).

[7] MS. 'Castell Melior.' On this Portuguese statesman see Michaud, *Biog. Univ.* vii. 157.

[8] See ii. 9 *n. supra.*

2645. [p. 299.] 29 *Nov. S. P. to Captain Tyte,*[1] Richmond yacht, in the Downs.—When at Dieppe [2628], to give the Earl of Stafford [2] passage to England.

2646. [p. 300.] 29 *Nov. S. P. to the Governors of the Chest at Chatham.*—To examine the bearer, Richard Ashley, about his having any right to a pension from the Chest for his hurts received at sea in his Majesty's service.[3]

2647. [p. 300.] 29 *Nov. S. P. to the Navy Board.*—Desires them to examine the enclosed petition from Mary Jenkins, widow of Lieutenant Francis Jenkins, and report to the lords. Doubts there is a mistake in it, 'it seeming very uneasy to imagine how 300*l.* can become due to a lieutenant for service at sea within the wars mentioned.'

2648. [p. 301.] 29 *Nov. S. P. to Captain Dickenson,*[4] of the Hunter, in the Downs.—Is mightily surprised at what he writes touching Captain Jenifer's taking upon him to answer salutes in a manner different from constant usage and standing instructions. Has written to him for an account of his proceeding and the ground of it [2644, 2658]. Desires to know whether either he or Captain Jenifer 'do wear the pennant of distinction which was some time since appointed by his Majesty and my lords to be lodged at Deal and to be worn by the ship of his Majesty's that should from time to time command in chief in the Downs' [1956, 2480].

2649. [p. 301.] 30 *Nov. S. P. to Captain Jenifer,* Saudados,[5] in the Downs.—The king and lords are greatly satisfied with his proceedings [6] towards the Dutch admiral.

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[1] See ii. 375 *n. supra.*

[2] Presumably William Howard, Viscount Stafford, the victim of the Popish plot (*D. N. B.* xxviii. 81). The earldom of Stafford was revived in 1688 for his son.

[3] See i. 139, *supra.*

[4] See Nos. 2658 and 2683.

[5] See ii. 9 *n. supra.* MS. usually 'Suadadoes,' as here, but sometimes 'Suadades.'

[6] The margin refers to these proceedings as 'about the men aboard the Dutch admiral.'

Has taken care also to confer with Sir Leoline Jenkins,[1] the judge of the admiralty, about it, whose opinion is that his proceedings are in the main most justifiable, both by his particular instructions, the ancient practice of this nation, and the general law of all nations.

2650. [p. 302.] 30 *Nov. S. P. to Mr. St. John Steventon*, Mayor of Portsmouth.—The king is very well satisfied with his proceedings. This unhappy accident[2] falling out upon the sea, the writer presumes it must be tried by a court-martial [2651, 2659].

2651. [p. 302.] 30 *Nov. S. P. to Captain Ridley*,[3] of the Wivenhoe, at Portsmouth.—The king finds no cause of being dissatisfied with his proceedings. Upon receipt of the result of his and the mayor's examinations [2650, 2659], the writer will send him further commands from the king; meanwhile he is to secure Northall until he be discharged by law, which he supposes will be by sentence of a court-martial. Desires him to explain what he says of Northall's 'being weak-sighted by reason of his toiling in a laboratory, you seeming to desire from thence that his killing the carpenter of the Oxford should be judged accidental, whereas the former part of your letter and the whole tenor of the mayor's would have it that it was in performance of his duty and obedience to your orders.'

2652. [p. 303.] 1 *Dec. S. P. to Captain Fasby*,[4] Charles yacht, at Greenwich.—The Portugal ambassador having given advice this morning that the Conde de Castel Melhor[5] is fallen sick, he is not to go to Calais to fetch him [2643].

2653. [p. 303.] 1 *Dec. S. P. to Captain Perriman*, surveyor of ships for enabling the granting of passes [2558].—What he lately wrote about the information [2639] is asserted absolutely; prays to speak with him about it.

2654. [p. 304.] 1 *Dec. S. P. to Mr. John Gold*, merchant.—Has taken care of his commands and committed them to Sir John Narbrough [2671], the king and lords being in the utmost degree solicitous for his safety in this particular case, as in all other things conducing to the benefit of trade.

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[1] *D. N. B.* xxix. 302.

[2] The margin refers to these proceedings as 'about the man killed by the guard-ship.'

[3] See note to No. 2418.

[4] See No. 2562.

[5] MS. 'Castell Meglior.'

2655. [p. 304.] 1 *Dec. Summons* for Captain Stephen Pyend, late commander of the Ruby, and John Brome, his purser, to attend the lords at 9 on Saturday morning, the time appointed for hearing the business of William Bedford, now prisoner in the Gatehouse.

2656. [p. 304.] 1 *Dec. Summons* for William White, James Alleburton, Robert Downes, and George Ash, at Bedford's request, to give evidence on his behalf [2655].

2657. [p. 305.] 1 *Dec. S. P. to the Collector or Chief Officer of the Customs at Dover.*—To survey the ship called the Nativity of Christ, now said to be in the Downs [2610].

2658. [p. 305.] 2 *Dec. S. P. to Captain Jenifer*, Saudados,[1] in the Downs.—Will communicate his answer to the queries [2644] to the king and lords, not being desirous to interfere in the difference between him and Captain Dickenson [2648] further than he has their order to do [2683]. Will acquaint the king with the ill condition of his ship; believes he will order her to Deptford either to be refitted or paid off.

2659. [p. 306.] 2 *Dec. S. P. to Captain Ridley*, Wivenhoe fireship, at Portsmouth.—Has received his examinations 'as well of the ship's company as the boat's crew wherein the man was slain' [2650, 2651]. Supposes a *habeas corpus* will issue from the judge of the admiralty for bringing his mate to a trial according to the law of the admiralty [2666], which the writer hopes will acquit the said mate and his whole company as having acted in pursuance of their duty.

Margin: 'A *habeas corpus* will shortly be sent for Northall.'

2660. [p. 306.] 2 *Dec. S. P. to Mr. Steventon*, Mayor of Portsmouth.—Has received the examinations [2659]. Doubts not a *habeas corpus* will be sent him for delivering his prisoner to the admiralty [2666].

2661. [p. 307.] 2 *Dec. S. P. to Captain Dickenson*, Hunter, Downs.—Will communicate his and Captain Jenifer's letters to the king and lords [2658]. Orders will be given for supplying him with 2 months' victuals from Dover.

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[1] See ii. 9*n. supra.*

2662. [p. 307.] 3 *Dec. S. P. to Mr. Shish*,[1] Sheerness.—Is glad to hear of the forwardness of the Garland. There seems to have been some time lost in the ship's stay 8 days from her first coming in to the taking out of her powder, guns, and ballast.

2663. [p. 308.] 3 *Dec. S. P. to the Navy Board.*—Pursuant to a dormant order of the lords, the writer desires their warrant to the officers at Deptford for supplying the master joiner there with so much wainscot and other materials as shall be necessary for making two presses for the use of this office for holding books and papers.

2664. [p. 308.] 4 *Dec. The same to the same.*—Desires to know in which yards the Newcastle, Roebuck, and Henrietta should be laid up.

2665. [p. 308.] 7 *Dec. The same to the same.*—The Anne yacht being ordered to transport the corpse of the late Lord Widdrington to Widdrington to the northward of Newcastle,[2] for which voyage at this time of year Captain Gunman's sails are not safe, the writer desires them to furnish her with some if they think it necessary.

2666. [p. 309.] 7 *Dec. S. P. to Captain Ridley*, Wivenhoe fireship, at Portsmouth.—Hopes to send him a warrant for the removal of his mate in a day or two [2659, 2660], and will see how far he may be bailable till a court-martial can be called, which for want of a sufficient number of commanders here in sea pay cannot be presently had ; 'and very great pity it is that being so good a man as you describe him he should remain under any unnecessary charge for a crime that arose from the execution of his duty ; but, on the other hand, the death of one of his Majesty's subjects must also be duly inquired into, and therefore some inconvenience must be borne with by him [2748].

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[1] Mr. John Shish, master-shipwright at Sheerness. See ii. 339 *n. supra.*

[2] The date of Lord Widdrington's death is usually given as 1676 (*e.g.* Burke, *Dormant and Extinct Peerages*, p. 583) : this letter fixes the date more accurately. His burial at Widdrington was in accordance with the directions in his will. At the time of his death he was governor of Berwick-on-Tweed (*Cal. S. P. Dom.* 1675-6, p. 450).

2667. [p. 309.] *7 Dec. S. P. to Colonel Piper*, deputy-governor, Plymouth.—Desires him to send the enclosed on board the Mary Rose on her arrival at Plymouth, where she is directed to call for orders in her return from Tangier.

2668. [p. 310.] 8 *Dec.* 'Sent with Sir John Narbrough's of the 13th' [2671]. *S. P. to Sir John Berry*,[1] commander of the Bristol, before Tripoli.—The king and lords have taken very great notice of the punctuality of his inquiries in what relates to the public concerns of the fishery at Newfoundland, conducing to the rectifying so important a mistake as the advice of some particular merchants seems to have occasioned touching that affair. The proper use will also be made of his information touching the liberty taken by the merchants' vessels to quit their convoy. Thanks for his information from Malaga about English subjects fathering foreign ships, 'the consequence whereof is very much apprehended, it giving the Turks too just an occasion of a new rupture with us when it shall seem seasonable on their parts to make it.' The king and lords 'have taken the greatest care that is possible for the preventing it by bringing the method of granting passes to a much greater strictness than ever hitherto hath been practised [2514], and are desirous of adding anything else that can be hinted to them for the further prevention of this evil.'

Sends him copies of his orders to find out and join Sir John Narbrough.[2]

2669. [p. 310.[3]] 10 *Dec. S. P. to the Navy Board.*—Mr. Gregory, clerk of the check at Chatham, for reasons of health desires leave to take the benefit of his patent, by which he hath power given him of executing his said employment by deputy, and propounds William Brown as his deputy, who hath been employed under him therein for 11 years past, and for whose future performance of his employment as a deputy he is ready to stand accountable. Desires their opinion.

2670. [p. 311.] 13 *Dec. S. P. to Mr. Colston*, consul at Malaga.—Desires his continued care about commanders putting into ports and staying there contrary to order [2438,

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[1] See note to No. 2274.

[2] *D. N. B.* xl. 89.

[3] Out of order in the MS.

2566], as he has done in his of 12 Nov. with reference to the Bristol and Quaker ketch, 'there being not one particular in the whole business of the navy for which his Majesty and my lords of the admiralty seem more (or more reasonably) concerned.'

2671. [p. 312.] 13 *Dec.* 'Sent by the Katharine, John Andrews, master, a merchant ship bound directly to Malta and so forward.' *S. P. to Sir John Narbrough,*[1] before Tripoli.—Sends a copy of the observations contained in a letter of 17 Nov. from the officers of the navy, 'touching the expiring of the victualling upon the ships under your command much sooner than by their calculation they ought to have done upon a presumption of the said ships observing a practice time out of mind constantly used in the king's navy, of putting their company to short allowance as soon as they come out of the Channel.' The king and lords direct that for the future this be put in practice; what moneys shall be wanting for satisfying the seamen for the same shall be remitted to him.

Sends also a copy of what by another letter of 25 Nov. the officers of the navy have noted 'touching the ill condition wherein the commanders of the Swallow, Portsmouth, and Yarmouth have complained to you of their ships being fitted forth, which complaint being, as the officers of the navy report, wholly groundless, and therefore to be feared arising from the remissness of commanders in making their personal inspection upon the state of their stores and provisions, as by their instructions they are expressly required, his Majesty and their lordships are pleased to agree with what the officers of the navy propound in your being directed to cause a present and strict survey to be taken of the state of each of the said ships' remains of stores and provisions when they shall come within your reach, viewing their respective boatswain's, carpenter's, and purser's indents at their going hence, and taking an account of what further supplies they have received abroad, and overlooking their expense and the grounds thereof; it seeming very reasonable that this should be done, forasmuch as, among other reasons, it is very unlikely ever to prevent the great evil under which his Majesty's service hath so long laboured of commanders going so often into and spending so much time in port, while their pretences thereto by want of stores and provisions shall be admitted without examination, and this also notwithstanding the expressness of their instructions in the 4th article thereof, by which they are bound to make complaint before their going out of port to the officers of the navy, with condition of taking upon themselves the whole blame of whatever the king's service shall afterwards suffer through their going to sea, either without the full of their stores, or with stores unfit for service, such as the commanders of these ships appear to have so largely reported their sails and other stores to have been.'

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[1] *D N. B.* xl. 89

The king and lords have been for some time in a special manner concerned for 'the numerous reports which they daily receive of the liberty taken by the king's subjects to put themselves into strangers' ships, and by virtue of their being English and presuming to wear English colours, not only offer great wrong to our English navigation, but administer just matter of offence to the Turks with whom we are in amity, which whenever they shall think seasonable may be employed to the justifying a breach of peace with us.' Desires him to consider any means to prevent this, particularly in putting commanders in mind of the 36th article of their instructions, 'by which they are commanded to take out of any foreign merchant-ships such of his Majesty's subjects as shall be found serving therein.'

'The last matter which I have in like command to note to you is what ariseth from the daily solicitations of our merchants with his Majesty for the securing of trade in the Levant, now become more doubtful by reason of the Tripolines' ships being abroad' . . . 'to recommend to you the 3 ships named in the margin, about which some merchants of note have been suitors to the king, declaring that they would probably be ready to depart Scanderoon in all January next richly laden, . . . and that you may understand in a more particular manner the present solicitousness of the merchants for their ships in the Levant, I herein trouble you with a copy of a letter wrote me on that behalf by Mr. John Gold,[1] merchant [2654], of 24 Nov.

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[1] MS. 'Gould.

last.' Has lately received advice that the Sapphire, Captain Thomas Harman,[1] commander, left her convoy of merchant ships bound to Turkey off Cape St. Mary's,[2] with purpose, contrary to order, to visit Cadiz, promising his convoy to meet them at Malaga; which having failed to make good they are gone without him, and thereby exposed to all the danger they can be liable to, which though they do escape, yet 'so enormous is this liberty taken by captains that I begin to despair of ever seeing it mastered . . . until the whole business of carrying money upon any pretence be entirely taken away; and by the grace of God I will do my part to the bringing that about, since nothing else will do it.'[3] This last week are come home the Mary Rose and Success, the lieutenant of the latter full of complaints of his commander, and some of them of the kind now mentioned, he having put in at Cadiz and there stayed some time by virtue of an order, as he pretends, from the Governor of Tangier.

Margin: Aleppine, Martin, Guinea.

Underwritten: Duplicate sent to Livorne, 27 Dec., to Sir Thomas Clutterbuck.[4]

2672. [p. 315.] 13 *Dec. S. P. to Mr. Andrews,* master of the Katharine, a merchantman, bound to Malta, and thence to Sir J[ohn] N[arbrough].—Desires his care of the enclosed [2671].

Postscript.—And also of the enclosed to Sir John Berry [2668].

2673. [p. 315.] 13 *Dec. S. P. to Mr. St. Michel,*[5] at Deal.—To deliver the enclosed to Captain Andrews [2672, 2680].

2674. [p. 316.] 13 *Dec. S. P. to Captain Lassells,*[6] Garland, in the Hope.—Leave to come to town for 2 or 3 days.

2675. [p. 316.] 14 *Dec. S. P. to Colonel Piper,*[7] at Plymouth.—Desires his care of the enclosed to the commanders of the Newcastle and Roebuck, when they shall arrive at his port.

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[1] See note to No. 2379.

[2] A point on the Spanish coast east of Cape St. Vincent and west of Cadiz.

[3] In 1686, James II's 'establishment about plate carriage' prohibited the carrying of money in the king's ships without royal warrant upon any pretext whatever (i. 211, *supra*).

[4] Victualler for the Mediterranean. See ii. 236 *n. supra.*

[5] See note to No. 2387.

[6] See note to No. 2181.

[7] Deputy-governor of Plymouth [2667].

2676. [p. 316.] 14 *Dec. S. P. to Mr. Shish,*[1] shipwright, at Sheerness.—Thanks for his of the 11th. The Garland is arrived in the Hope, and the writer doubts not he will soon hear of the Greyhound's being in the Downs.

2677. [p. 317.] 14 *Dec. S. P. to Mr. Pett,*[2] muster-master at Gravesend.—'Knowing very well how little my lords of the admiralty will give countenance to any of the king's officers in the navy in their sheltering themselves from doing right to others by their relation to the king's service,' the writer acquaints him of the demand which is made of 13*l.* 16*s.* by Mrs. Finch in right of the late Captain William Finch,[3] of whom about 3 years since he appears by a note under his hand to have borrowed that sum, which the distress he hath left his family in can very uneasily bear any longer delay of satisfaction for from him. Desires him to enable the writer by a line or two of answer to let Mrs. Finch know what she is to expect of him, and inform the lords in case she should be driven to address herself to them.

2678. [p. 317.] 15 *Dec. S. P. to Captain Coppow,*[4] sent to Gravesend.—To stop at Gravesend and give notice of his arrival there, that he may receive his Majesty's further directions touching the disposal he is there to make of the horses brought by him from Cadiz for the king's particular use.

2679. [p. 318.] 16 *Dec. S. P. to Mr. Boyce,* master of the Half Moon, a merchant ship.—To attend the lords at 10 on Saturday morning next to answer for his refusing the payment of the respect due to his Majesty's flag in his passing by one of his yachts in the River, 'in contempt of his Majesty and contrary to the known practice of the sea, time out of mind.'

2680. [p. 318.] 16 *Dec. S. P. to Mr. St. Michel,*[5] Deal.—To be very watchful that the Katharine pass him not by without those letters, they being of great moment to his Majesty's service [2672].

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[1] See ii. 339 *n. supra.*

[2] See ii. 92 *n. supra.*

[3] Captain William Finch, at that time commander of the York, had been killed in the action of 28 May, 1673 (i. 350, *supra*).

[4] Commander of the Mary Rose. See No. 2361.

[5] See note to No. 2387.

2681. [p. 318.] 16 *Dec.* *S. P. to Captain Smith,*[1] commander of the Navy yacht.—Desires to know how Captain Crowe[2] came to have command of the yacht during this last voyage [2694].

2682. [p. 319.] 16 *Dec.* *S. P. to Captain Stout,*[3] of the Success, at Deptford.—To send up his journal.

Underwritten: The like to Captain Coppow,[4] of the Mary Rose, at Gravesend.

2683. [p. 319.] 16 *Dec.* *S. P. to Sir Thomas Allin.*[5] 'How it is come to pass I know not, but by several instances that have happened since my coming to serve his Majesty in the secretaryship of the admiralty (and one of them but a few days since between Captain Dickenson, of the Hunter, and Captain Jenifer, of the Saudados [2658]) I find that there hath been wanting to this day a clear determination how commanders are to behave themselves in reference to precedence, and giving command one to the other where they chance to fall in company (as it often happens) without any warrant from the lord admiral giving the command to some one of them, the want whereof hath three or four times within my knowledge begot very much ill-blood and some disorder to the king's service, which renders it necessary for me to inform myself as well as I can by such as have long been employed in the navy, what the practice of the navy hath or ought to have been; and among the rest from whom I desire particularly to be instructed in this point, I take the liberty to address myself to you, it being a point wherein the king's service seems very much concerned in the consequence of it in case of any occasion of action happening where one or more of the king's ships may be present without any commission from the lord admiral to determine who shall command.' Therefore desires his answer to the enclosed queries.

Underwritten: The like to Sir John Kempthorne[6] and Sir Richard Haddock.[7]

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[1] See note to No. 2125.

[2] See note to No. 2694.

[3] See note to No. 2374.

[4] Captain Coppow had been appointed to command the Mary Rose in succession to Captain Hamilton [2440] on 18 June, 1675 (i. 338, *supra*).

[5] Comptroller of the navy. *D. N. B.* i. 332.

[6] *Ibid.* xxx. 397. See note to No. 2734.

[7] See ii. 36 *n. supra.*

Margin: 'None of these letters were sent, Mr. Pepys having satisfied himself in the matter of them by discourse with the gentlemen.'

The Queries mentioned in and which accompanied the above letters: (1) 'When any number of his Majesty's ships are to be in a station or to go upon service together, whether is the lord high admiral at liberty to appoint either of the captains of the said ships whom he shall think fitting to command in chief, or hath the constant practice of the navy been that the eldest captain or the captain of the ship of the highest rate should have the chief command? (2) Whether a captain that hath formerly worn a flag shall command a captain that hath never had that honour, although the latter be the eldest captain or is then in a ship of a higher rate? (3) When several of his Majesty's ships happen to be together in any of his Majesty's ports or chambers, and neither of the captains hath warrant from the lord admiral to command in chief there, shall the eldest captain or the captain of the ship of the highest rate set the watch and answer the salutes of any foreign or other ships that shall happen to come in there? (4) When there shall be a commander-in-chief in the Downs or any other of his Majesty's ports or chambers by warrant from the lord admiral wearing a pennant or other distinction proper for such commander-in-chief, in case it shall happen that any other of his Majesty's ships (not wearing a flag) shall, in their voyage outwards or homewards bound, happen to put into such port and wait there either for orders or a wind, whether in such case the said commander-in-chief shall continue to set the watch, answer the salutes, and command such ships as shall so accidentally come in upon any sudden occasion of service that may happen? (5) When any number of his Majesty's ships (none of them wearing a flag) being abroad upon different services shall happen to meet, and his Majesty's service require their keeping company, which captain shall command in chief during their being together, whether the eldest captain or he that commands the ship of the highest rate? (6) Whether it be not necessary to be ordered that when any ships are together where there is not a flag, no captain do wear a pennant at the maintop-masthead but he who is of right to command in chief, that foreign ships may the better know where to pay their respects?'

2684. [p. 322.] 16 *Dec. S. P. to the Navy Board.*—Application having been made hither by one Robert Ashworth showing his pretences to the employment of locksmith of the yards at Deptford and Woolwich by virtue of a warrant heretofore granted him by his Royal Highness, but suspended upon the motion of their board on behalf of the widow of Mr. Beaman, who is said to have continued in the execution of the said place by the assistance of another man who is reported also to be lately deceased, from whence the said Ashworth thinks himself now rightly instituted to an admission to the benefit of the said warrant; the writer notifies this to them in case they should think fit to interpose further.

2685. [p. 322.] 18 *Dec. S. P. to the Collector or other chief officer of the Customs at Plymouth.*—Though the lords have signed a pass for the ship Sampson, of London, 240 tons burden, James Winsor, master, now said to be at Plymouth, in pursuance of an Order in Council of yesterday's date, yet as she has not been surveyed by the officers of the customs he is to deliver the pass enclosed to her master, in case she appears to him to be English-built and otherwise qualified according to the rules prescribed [2702]. The master's oath, and the certificates from the proper officer appointed for surveying ships in his port, are to be sent up to the writer by the next post.

2686. [p. 323.] 18 *Dec. S. P. to Mr. Pett,*[1] master-shipwright at Chatham.—He may employ the Little London smack for transporting to Woodbridge the 10 shipwrights which the officers of the navy have given leave for him to employ in the despatch of the flyboat now building by him there, and 3 or 4 hands out of the ordinary may be spared to sail her thither and back again.

2687. [p. 323.] 20 *Dec. S. P. to Sir Martin Wescombe.*[2]—Desires him to send the enclosed [2688] to the commander of the Drake at Tangier, in case he shall not happen to be at Cadiz.

2688. [p. 323.] 20 *Dec. S. P. to Captain Stepney*, Drake, at Tangier.—Encloses orders for his coming home.

2689. [p. 324.] 23 *Dec. S. P. to Captain Pinn,*[3] of the Cleveland yacht.—Desires him to give Mr. Edward Wyborne passage to Dieppe.

2690. [p. 324.] 23 *Dec. S. P. to Richard Beach,*[4] *Esq.*, at Chatham.—Will inform himself 'from our brethren of the navy' how far the purser of the Unicorn [2633, 2698] can excuse his absence by any leave from them.

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[1] See ii. 92 *n. supra.*

[2] Consul at Cadiz [1553].

[3] See note to No. 2561.

[4] Resident commissioner of the navy at Chatham.

2691. [p. 324.] 23 *Dec. S. P. to the Mayor of Bristol.*—Thanks for his care in transporting the letters taken out of the unfortunate ship Port Morant.[1]

2692. [p. 325.] 23 *Dec. S. P. to Colonel Rooke*, at St. Lawrence, near Canterbury.—Will do all the service he can for Captain Rooke,[2] but there is a want of opportunity for it, 'through the little employment the king's service now carries with it, and the multitudes of them that are waiting upon it, and pleading (besides other merits) the length of the time of their having lain unemployed, by which last consideration his Majesty is pleased in a very great measure to guide himself in the disposal of the little work that hath for some time been stirring.'

2693. [p. 325.] 24 *Dec. S. P. to Captain Booth*,[3] Eagle, at Sheerness.—Leave to come to town for 4 or 5 days.

2694. [p. 326.] 24 *Dec. S. P. to Captain Smith*,[4] Navy yacht, at Greenwich.—'I am so much your friend for Sir Jeremy Smyth's[5] sake and your own as to give you my advice that you will no more take upon you to commit the care of his Majesty's yacht to a hand which was so far at that time from being your mate or chief officer under you, that you not only entertained Captain Crowe [2681] on purpose for this voyage without any commission to justify the same, but assumed to yourself the putting this charge into his hand whom his Majesty . . . had thought fit to put out of an employment he had before,[6] which in case of miscarriage would have been judged very uneasy for you to have justified, and (but that your present sickness stands in the way) you would at present have hardly escaped being called to an account for; and that which yet makes it the more unfit to be passed by, is that either you did not communicate to him the instructions sent you from his Majesty, or he very little considered them, forasmuch as they expressly commanded that the yacht should stay at Dieppe 4 days from the 9th inst., in expectation of the gentleman's coming whom she was sent for, whereas he, at the private solicitation of one of them that came first, comes away, not only putting the other person, Mr. Sidney, to the charge of lying all this while at Dieppe . . . but obliged the king to send another yacht now on purpose to fetch Mr. Sidney[1] over.' Desires to know whether Captain Crowe was entertained only for the voyage or remains still upon the yacht, that he may satisfy his Majesty therein [2703].

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[1] The Port Morant Merchant from Jamaica had been cast away near Bristol, with a loss of 14 hands (*Cal. S. P. Dom.* 1675-6, p. 452). Port Morant is on the south-east coast of the island.

[2] See note to No. 2569, *supra*. Captain Rooke did not receive fresh employment until 1677, when he was appointed to the command of the Nonsuch (i. 399, *supra*).

[3] Captain William Booth had formerly commanded the Pearl fireship, and had been appointed to the Eagle fireship by a commission dated 30 June, 1675 (i. 327, *supra*). He should not be confused with Captain Thomas Booth, commander of the Pearl (see ii. 218 *n. supra*).

[4] See note to No. 2125.

[5] Late comptroller of victualling [2734 *n.*]. *D. N. B.* liii. 65.

[6] Captain Thomas Crowe had been turned out of the command of the Merlin yacht (i. 341, *supra*). Two other officers of the same surname are given in Pepys's *Register* (*ibid.*).

2695. [p. 327.] 24 *Dec.* 'Sent by the [St.] Thomas merchantman.' *S. P. to Captain Davies*,[2] of the Foresight, at Jamaica.—Is glad to find that he escaped so well the hurricane at Barbados, which did so much damage to the merchant ships riding there. The first letters from Lord Vaughan[3] after his arrival at Jamaica 'signifying his intentions of keeping you in those parts for some time longer than was at first designed,' the lords ordered 'the sending you a supply of victuals and stores to enable you to continue abroad.' Hopes part are arrived, and the remainder will come seasonably for enabling him to return to England in pursuance of the orders enclosed.

2696. [p. 327.] 24 *Dec. S. P. to Mr. Knapman*, master of the St. Thomas, merchantman, in the Downs, bound to Jamaica.—Prays his care of a packet to Captain Davies [2695].

2697. [p. 327.] 24 *Dec. S. P. to Mr. St. Michel*,[4] at Deal.—Desires him to deliver the enclosed to Mr. Knapman [2696].

2698. [p. 328.] 24 *Dec. S. P. to the Navy Board.*—Having received answer from Commissioner Beach [2633] that the purser of the Unicorn 'doth, notwithstanding the clemency formerly shown him, remain as little obedient to orders as ever, taking leave to absent himself from his charge without the knowledge of the commissioner, or any license for it either from his Majesty or my lords of the admiralty, I desire that you will please to let me know whether he hath any dispensation from your board (which in some cases hath been found reasonable to be given) that in case his absence be no more warranted from you than it is from elsewhere, I may make his neglect of duty known to his Majesty and my lords' [2690].

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[1] Henry Sidney, the brother of Algernon Sidney, and afterwards Earl of Romney. (See *D. N. B.* lii. 217.) He had gone over into France in the preceding April (*Cal. S. P. Dom.* 1675-6, p. 67).

[2] See ii. 399 *n. supra.*

[3] John, Lord Vaughan, afterwards Earl of Carbery, was governor of Jamaica. *D. N. B.* lviii. 173-4.

[4] See note to No. 2387.

2699. [p. 328.] 24 *Dec. S. P. to Lieutenant Butcher*, late lieutenant of the Success.—The lords have given order for a stop to be put to the wages of his late commander, Captain Stout,[1] till he shall have cleared himself in what he charges upon him. The ship being now paid, and the captain's wages accordingly kept out of his hands, he is desired to deliver a particular of his charges in writing within few days.

2700. [p. 329.] 27 *Dec.* Sent under cover to Sir Thomas Clutterbuck[2] at Livorne. *S. P. to Sir John Narbrough.*[3]—'The apprehensions his Majesty hath had of the inconveniences which a rupture with Argeir would be attended with, and the consideration of the little security we can long expect to have with that government under the provocations daily given them by the king's subjects abroad in sailing and protecting of foreign ships, and either counterfeiting, or selling of their true passes to ships of foreign property, have moved his Majesty to the setting forth of two proclamations[4] upon that subject [2803] for preventing those practices if possible.' Sends copies herewith [2737].

2701. [p. 329.] 27 *Dec. S. P. to Sir Thomas Clutterbuck*,[2] Livorne.—Prays his care of the enclosed packets [2700].

2702. [p. 330.] 28 *Dec. S. P. to Captain Coleman*,[5] at Plymouth.—Thanks for the survey of the ship Sampson.

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[1] See note to No. 2374.

[2] Victualler for the Mediterranean. See ii. 236 *n. supra.*

[3] *D. N. B.* xl. 89.

[4] See Introduction, p. xxi, *n. supra.*

[5] Captain William Coleman was collector of customs at Plymouth [2948].

[2685]. Prays some light in the business of the officers of the Mary Rose bringing goods ashore in defiance of the officers of the customs, as this is fit for the king and lords to know 'in order to their seeing more fully into these (among other the many) ill consequences of the king's ships carrying of merchants' goods' [2709].

2703. [p. 330.] 28 *Dec. S. P. to Captain Smith*, Navy yacht.—The king remits his failure [2694] to him because of his sickness and his having put the instructions into Captain Crowe's hands, but his next mistake of this kind will by no means be held justifiable, and the less for that his entertaining of one that is not in his Majesty's pay puts his breach of instructions out of the reach of a court-martial to punish.

2704. [p. 330.] 28 *Dec. S. P. to Mr. St. Michel.*[1]—Thanks for his letters and care.

2705. [p. 331.] 28 *Dec. S. P. to Captain Booth*,[2] Westchester.[3]—Will be glad to do him any good offices, but does not see it possible at present by any ships yet likely to be ordered forth.

2706. [p. 331.] 28 *Dec. S. P. to Captain Crabb*,[4] Portsmouth.—Will receive the lords' pleasure about his coming to town for a month.

2707. [p. 331.] 31 *Dec. S. P. to the Navy Board.*—Acknowledges theirs of the 22nd recommending Thomas Skevington for the employment of purser, and shall not fail to employ it to his benefit.

2708. [p. 332.] 3 *Jan. S. P. to Mr. Hayter*,[5] at the navy office.—Desires a meeting of the navy board with Captain Trelawny and the master of the merchantman about the recruits for Tangier [2711].

2709. [p. 332.] 6 *Jan. S. P. to Sir Richard Temple*,[6] at the custom house.—Has communicated to the king and lords the letter from Mr. Blackborne, of Plymouth, touching the misbehaviour of the officers of the Mary Rose [2702], and thereupon obtained an order from the lords for a stop to be put to the payment of their wages till they had acquitted themselves in that matter. As this stop continues, the writer desires to know how far he and his fellow commissioners continue to hold them guilty, in order to their punishment or acquittal.

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[1] See note to No. 2387.

[2] Captain Thomas Booth, late commander of the Pearl, now under repair [2583].

[3] Westchester is the older name of Chester. See Camden, *Britannia*, i. 667 [edition of 1772].

[4] See note to No. 3614.

[5] See note to No. 2102.

[6] Sir Richard Temple was senior commissioner of customs (*D. N. B.* lvi. 37).

Margin: 'Memorandum: That Sir Richard Temple being (upon inquiry) found gone into the country, and Mr. Pepys having received full information touching this matter from Captain Coleman, an officer of the customs at Plymouth [2702], acquitting the officers of the Mary Rose, this letter was held useless, and so not sent after him' [2711].

2710. [p. 333.] 6 *Jan. S. P. to Colonel Piper,*[1] at Plymouth.—Thanks for his care in delivering orders to the Roebuck.

2711. [p. 333.] 6 *Jan. S. P. to the Navy Board.*—Has received a letter of 13 Dec. from Sir John Berry,[2] from Livorne, wherein he takes notice again of the rottenness of his sails [2725]. Will communicate to them the king's pleasure touching the Deptford ketch, the king being come to town last night; and for the declaration of the sea victualling for the following year, their estimate of it hath not been yet with the lords, whose signing thereof is the next necessary step towards having an order from the council for providing the victuals. Entreats them to send it as soon as may be, and for saving of time encloses a copy of the project by which the number of men proposed in that estimate is calculated with respect to the various services of the year, by which they will have all the necessary light given them of the distribution to be made of those victuals among the respective victualling ports, that they may come prepared on Saturday next to give their opinion touching that distribution.

At Captain Trelawny's [2723] desire a yacht is to be at the Tower on Saturday morning next to carry down his soldiers to the Garland, there to be kept on board till Mr. Hazelwood's ship shall be in a condition at Gravesend to receive them [2708]; the writer acquaints them with this that they may send down by her the hammaccoes or other conveniences for lodging the said soldiers on board the George [2728].

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[1] Deputy-governor of Plymouth [2667]. [2] See note to No. 2274.

The Roebuck is arrived as far as Plymouth, and has received her orders to come up to Deptford to be discharged. They may expect an order from the lords to remove the stop lately put to the payment of the wages of the officers of the Mary Rose [2709]. Desires them to consider and report how it was that, after receiving so great and late a supply of victuals as was reported at Livorne, she was driven to take in 14 days' provisions at Plymouth to bring her about into the River.

2712. [p. 335.] 6 *Jan. S. P. to Captain Clements*, Greyhound, Downs.—Has received a letter from his boatswain, Mr. Reed, desiring leave to be absent from the ship 3 or 4 days, in which having moved his Majesty, he is pleased to command that in case his absence may be dispensed with without prejudice to the ship, he may give him the liberty he desires.

2713. [p. 335.] 6 *Jan. S. P. to Captain Lassells*,[1] Garland, in the Hope.—He is to continue in the Hope to receive soldiers till the merchant ship be ready [2711].

2714. [p. 336.] 6 *Jan. S. P. to Captain Country*,[2] Roebuck, in the Downs.—Has received his of 31 Dec. from Plymouth, and is very glad of his being so far arrived homewards. Prays him to hasten up to Deptford, where application will doubtless be made him about the body of Sir John Dorman. The writer can give no light in it, as not having ever heard of any person of that name.[3] Advises him to get his books ready for payment of his ship's company as soon as she comes to Deptford.

2715. [p. 336.] [6 *Jan.*] *S. P. to Captain Harris*,[4] captain [of the] Quaker ketch, at Falmouth.—He is to forbear proceeding on his voyage back to Tangier till further orders. The writer congratulates his great escape from the danger of the late storms. The king and lords do much wonder at the occasion of his voyage to Rochelle; desires particulars.

2716. [p. 337.] 8 *Jan. The same to the same.*—Since his last [2715] an information has been exhibited to the king and lords of a misbehaviour of his of very great importance in his submitting to an Ostend vessel since leaving Tangier, of which he omits to make mention in his late letter from Falmouth. The examination of the matter is referred to the mayor of that place [2720], and orders are enclosed for him not to proceed on his voyage to Tangier until further orders.

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[1] See note to No. 2181. [2] See ii. 256 *n. supra.*

[3] The reference may possibly be to Sir John Dormer, who died 7 November, 1675 (Burke, *Extinct Baronetcies*, p. 163).

[4] Captain Joseph Harris, formerly in command of the Constant Warwick [1622], had been appointed to the Quaker ketch, by a commission dated 22 April, 1675 (i. 361, *subra*). See also ii. 65 *n. supra*

2717. [p. 337.] 8 *Jan. S. P. to Captain Coleman,*[1] at Plymouth.—Is glad to understand the umblameableness of the officers of the Mary Rose [2709]. Thanks for his advertisements of the late great losses upon his coast.

2718. [p. 338.] 8 *Jan. S. P. to Sir William Warren.*[2] Can meet Dr. Chamberlen[3] at the exchequer Friday next. For what he desires about a commission for Captain Fisher, commander of the Berkeley Castle, precedents have been of that kind; but the ill use is such that hath been made of them that the king and lords have come to a resolution for stopping any such practice for the future.

2719. [p. 338.] 8 *Jan. S. P. to Mr. Stockdale.*[4]—Though passes are to be issued by the writer's hands by virtue of the late proclamation, yet the vessels must pass the survey either of the officers of the customs or the officer appointed thereto by the lords, according to the late establishment in council.

2720. [p. 339.] 8 *Jan. S. P. to the Mayor of Falmouth.* Sends the lords' order for examining the officers of the Quaker ketch touching the late misbehaviour of her commander [2716, 2733].

2721. [p. 339.] 8 *Jan. S. P. to Captain Dickenson,*[5] Hunter, Downs.—To convoy a vessel with some horses for Lord Douglas's[6] particular use.

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[1] See note to No. 2702.

[2] On Sir William Warren, the timber contractor, see Pepys's *Diary*, passim.

[3] MS. 'Chamberlaine.' Probably Dr. Peter Chamberlen, first physician in ordinary to the king. See *D. N. B.* x. 14.

[4] Collector of customs at Dover [2749].

[5] See ii. 367 *n. supra.*

[6] Possibly Lord George Douglas: he was colonel of the Douglas regiment, hitherto in the French service, and his departure for France is recorded under date 14 Mar. 1675 (*Cal. S. P. Dom.* 1675-6, p. 22). The warrant for letters patent creating him Earl of Dumbarton and Lord Douglas of Etrick in Scotland is dated 9 Mar. 1675 (*ibid.* p. 16). See *D. N. B.* xv. 297.

2722. [p. 339.] 11 *Jan. S. P. to Mr. Barton,* notary public, at the Exchange.—Desires him to swear to his information against Captain Perriman [2653].

2723. [p. 340.] 11 *Jan. S. P. to Captain Trelawny,* bound for Tangier with the recruits.—Desires him to complete his number of men by the 12th as agreed, as the writer finds from the captain of the Garland that the yacht carried down but 81 [2637, 2711]. To let him know when the whole is ready, that another yacht may be ordered for carrying them down, so that the king may not be put to the charge of demurrage at 10*l.* a day if the merchantman stays for them after the 16th [2727].

2724. [p. 340.] 11 *Jan. S. P. to Mr. Sheeres.*[1]—Desires he will despatch the business of the galley.

2725. [p. 341.] 11 *Jan. S. P. to the Navy Board.*—The companies of the 7 yachts named in the margin are left to their disposal to be employed in the carrying about of the Leopard, which falls out the better that his Majesty will have the service of their commanders at a court-martial. Thanks for their answer about the supply of sails for Sir John Berry [2711]. Hopes to get a warrant of the lords signed to-morrow for the year's declaration of victuals [2711]. Thanks them for their hint about orders to the Garland for receiving and victualling the soldiers, though he had done it before the soldiers went down [2637]. It being the king's purpose to retrench the charge of Jamaica from keeping a 4th rate there to a 5th rate, they are to consider what ship of that rate (either sheathed or to be sheathed) is fittest to be sent thither in the room of the Foresight [2728].

Margin: Charles, Cleveland, Merlin, Anne, Navy, Bezan, Saudados.

2726. [p. 342.] 17 *Jan. S. P. to John Creed, Esquire.*[2] The resolutions of the king and lords in the case of the ship Rooth, of Dartmouth, taken on Saturday last were these: (1) 'That no cause did appear for reversing the sentence of the court of admiralty at Tangier by which the said ship was condemned;' (2) 'That had any such cause appeared the said sentence could not nevertheless be reversed otherwise than by an appeal made by the parties in due time and form, which has not been done;' (3) 'That his Majesty out of his royal grace and bounty would nevertheless for the redemption of so many of his subjects taken in the said ship as remains still in slavery, and for the satisfying the price paid for such others of them as shall upon inquiry be found to have been already *bonâ fide* redeemed, so much of the proceed of the said vessel and her lading as the value of the said several redemptions shall amount to, shall be applied to that use, and that necessary orders for the same be accordingly forthwith issued.' The issuing of which orders being committed to the lords [commissioners] of Tangier, the writer thought it necessary to return him the enclosed order of council to that purpose.

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[1] Mr. Henry Sheeres was at this time residing at Tangier as engineer in charge of the mole (*D. N. B.* lii. 10). In 1685 he was knighted for his services (*ibid.*).

[2] *Ibid.* xiii. 68.

2727. [p. 342.] 19 *Jan. S. P. to Captain Trelawny.*—Hastens him in completing his number of men [2723, 2728].

2728. [p. 343.] 19 *Jan. S. P. to the Navy Board.*—Is informed from Captain Trelawny that the soldiers are all actually on board the Garland [2727, 2736], ready from thence to be put on board the George merchantman, and that being so, and the first moiety of the freight paid, the writer hopes there will be no danger of demurrage. Offers it to them that such a certificate be taken of the men's being ready as may entitle the king to satisfaction for their victuals for so many days as they shall be so ready and remain in his Majesty's victualling upon the Garland after the day that by agreement with the master of the George she ought to have been in place and condition to have received them.

Understands by Captain Wright,[1] of the Kitchen yacht, that the Mermaid at Portsmouth is sheathed and ready for sea [2725], which, if so, will answer the objection of the charge of sheathing the Pearl, and she will be as soon ready and sailed cheaper than the Phœnix;[2] to which the writer entreats Mr. Surveyor of the navy's[3] answer this night or early to-morrow morning.

2729. [p. 343.] 19 *Jan. S. P. to Captain Dickenson.*[4] Is glad of his arrival back [2721].

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[1] See ii. 12 *n. supra.*

[2] See ii. 184 *n. supra.*

[3] Sir John Tippetts [2755].

[4] See ii. 367 *n. supra.*

2730. [p. 344.] 19 *Jan. S. P. to Captain Booth,*[1] Sheerness.—Thanks for his of the 12th.

2731. [p. 344.] 20 *Jan. S. P. to Sir G. Downing.*[2] Prays an opportunity of waiting on him to-morrow morning, before his going out to the custom-house, for his advice upon the draught of the new proclamation about passes, in order to its being settled at the council board to-morrow.

2732. [p. 344.] 21 *Jan. S. P. to the Chief Officer of the Customs at Dover.*—Desires him to survey the John and Elizabeth, John Howell, master, for a pass [2749].

2733. [p. 344.] 22 *Jan. S. P. to Mr. Pender*, mayor at Falmouth.—Thanks for the examinations touching the Quaker ketch [2720].

2734. [p. 345.] 22 *Jan. S. P. to Captain Pinn,*[3] commander of the Cleveland yacht.—Being bound for Portsmouth he is to carry Sir John Kempthorne's [4] goods.

2735. [p. 345.] 22 *Jan. S. P. to Captain Harris,*[5] Quaker ketch, at Falmouth.—In order to the king's fuller satisfaction in what relates to his dealings with the Ostender [2716], he is to come into the River [2772]. His proceedings with the Scotchman at St. Martin's are very well taken, and the matter will be referred to the king's minister in Scotland to see the person corrected there for the indignity offered by him to his Majesty in a foreign port.

2736. [p. 346.] 24 *Jan. S. P. to the Navy Board.*—The king directs them to send their orders to Captain Hazelwood [6] 'to sail forthwith, without staying for any further number of soldiers, to prevent demurrage [2723]. Captain Trelawny continues to assert his having the whole number of soldiers listed, and in readiness to send down [2728, 2742], but he did not send more to the ship from an apprehension that she would be too little for them ; but as the king relies on the judgment of the board in that particular he is not to depend thereon for his justification in not having his whole number long since on board.

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[1] Probably Captain Thomas Booth, late commander of the Pearl [2583]. See also ii. 218 *n. supra.*

[2] On the career of Sir George Downing, see *D. N. B.* xv. 399. He was at this time a commissioner of the customs.

[3] See No. 2561.

[4] *D. N. B.* xxx. 397. Sir John Kempthorne had recently been appointed resident commissioner of the navy at Portsmouth in succession to Sir Anthony Deane, who had been made comptroller of victualling on 25 Nov. 1675 on the retirement of Sir Jeremy Smyth (i. 41, *supra*).

[5] See note to No. 2715.

[6] Commander of the George, merchantman, bound with soldiers to Tangier [2711].

2737. [p. 347.] 24 *Jan.* 'Under cover to Sir Thomas Clutterbuck.'[1] *S. P. to Sir John Narbrough*,[2] at Malta.—The king and lords are well satisfied with his proceedings, but not a little dissatisfied with others upon whom his want of provisions and stores is chargeable, and are making inquiry where the blame is properly to be placed [2741]. He will by this post receive some fresh instructions from his Majesty, by the hands of Mr. Secretary Coventry,[3] for his future proceeding in reference to his treating with those of Tripoli, 'grounded upon some fresh advice of the present pretended inclination of the Dey and government to an accommodation with us.' Encloses duplicates of the proclamations sent him 27 Dec. [2700], with the form of the pass mentioned therein, 'which was formerly used in the time of his Royal Highness's admiralship, and is now again enjoined to be used, and no other, in reference to our safety against the Turks, the counterpart of the indents of these passes being sent to the consul at Argeir [2738] . . . in order to the proving of any pass which shall be brought in thither, whether it be a true or a counterfeit one.'

Underwritten: Duplicate sent 3 Apr. 1676.

2738. [p. 348.] 24 *Jan.* 'Under cover to Sir Thomas Clutterbuck, at Livorne.' *S. P. to Mr. Martin*, consul at Argeir.—Sends him a form of the new indented pass and a dozen counterparts, that he may detect any counterfeit pass that may be tendered by any ship coming or brought into his port [2737].

2739. [p. 349.] 24 *Jan.* *S. P. to Sir Thomas Clutterbuck*,[1] at Livorne.—Prays his care in the dispatch of the enclosed packets to Sir John Narbrough [2737] and Mr. Consul Martin [2738].

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[1] Victualler for the Mediterranean. See ii. 236 *n. supra.*

[2] *D. N. B.* xl. 89.

[3] *Ibid.* xii. 357.

2740. [p. 349.] 25 *Jan. S. P. to the Commissioners for the Admiral's Rights.*—Transmits Mr. Idle's [2606] exceptions to the account of the charges upon the ship Bachelor, and prays their answer to the lords on Saturday morning next.

2741. [p. 350.] 25 *Jan. S. P. to the Navy Board.*—'The season of the year now calling for the putting in execution all things requisite for the rendering the galley at Tangier capable of doing his Majesty service this approaching summer,' they are to lay before the lords the particulars needful to be first adjusted, and particularly the value of the arrears of pay due to the galley, the number of slaves wanting, and an estimate of their cost, and the like for the *bonavoglios*[1] necessary to be provided with the charge of them; as also an estimate of the charge of sheathing her with lead.[2]

They are thoroughly to inform themselves of the state of the stores sent to Malta by the Harwich and the two fireships [2536], and by what failure the quantity left behind happened to be so [2737], with their opinion how this and what further quantities upon a presumption of the continuance of the war they shall judge needful may be with best despatch supplied Sir John Narbrough.[3] As also touching the true reason of Sir Thomas Clutterbuck's[4] failure to have the proper quantity of provisions ready at Malta.

2742. [p. 350.] 25 *Jan. S. P. to Captain Trelawny.*—Desires to know what number of men, if any, will be left behind [2736].

2743. [p. 351.] 25 *Jan. S. P. to Mr. Brouncker*, purser of the Unicorn, at Chatham.—Has received the certificate touching his sickness; desires him to hasten the certificate from the officers of the yard, and what else he has to say in justification of his long failure in performance of his duty on board his ship [2633, 2746, 2756].

2744. [p. 351.] 25 *Jan. S. P. to Thomas Hayter,*[5] *Esquire*, navy office.—The king's commands yesterday were so absolute about despatching away the ship that, though a certain loss is likely to arise from her departure without the full number of soldiers, the writer cannot see (in the king's absence) how his stopping her would be justifiable]2736].

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[1] Free and paid members of a galley's crew.

[2] See ii. 184 *n. supra.*

[3] *D. N. B.* xl. 89.

[4] See note to No. 2737.

[5] See note to No. 2102.

2745. [p. 352.] 26 *Jan. S. P. to Sir John Knight.*[1]—Desires him to attend the lords on Saturday morning next for a final determination of what they wrote near a year since to the Mayor and City of Bristol 'in reference to their taking to themselves the exercise of admiral jurisdiction within their own precincts.'

2746. [p. 352.] 27 *Jan. S. P. to Mr. Brown*, [deputy] clerk of the check at Chatham [2669].—Thanks him for his account of the 22nd inst. of the ships in harbour at Chatham. It hath been complained of Mr. Brouncker, purser of the Unicorn, that even since his suspension he hath given no better attendance at his duty than heretofore. As he denies it to be true in fact, the writer desires information from his books [2743, 2756].

2747. [p. 353.] 27 *Jan. S. P. to Mr. Pitt*, clerk of the control at Portsmouth.—Thanks him for his of the 22nd inst. and the enclosed paper containing the method by him very substantially proposed towards the balancing the ropemaker's and some other officers' accounts in his Majesty's yard, besides that of the storekeeper, which he has formerly with like pains and perspicuity provided for [1707].

2748. [p. 253.] 27 *Jan. S. P. to the Navy Board.*—Application being sometimes made hither by officers of ships for leave of executing their employments while in harbour by deputies, upon considerations either of health, particular business, or passing their accounts, which the lords (as his Royal Highness heretofore) do ordinarily yield to upon good certificates of the qualifications of the persons they propound as their deputies, the writer desires their consideration of Sir Richard Beach's late letter to their board, wherein he seems to be of opinion that the granting of deputations is accompanied with many inconveniences to his Majesty. Does not know what to offer better than what they discoursed the other day—'that the warrants that come from hence may be limited in their execution to such persons only to be employed as deputies who shall be approved of either by your board in general, or the particular commissioner superintending the yard where the ships to which the said officers belong do lie'; which, if done, the same means must be as effectual for keeping a deputy so qualified to the doing his duty as would be thought sufficient to oblige his principal. But desires to be advised by them.

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[1] A notable merchant of Bristol. *D. N. B.* xxxi. 255.

Desires the names of those officers who stand suspended by warrant of the board for being in the boat when the carpenter of the Oxford was killed at Portsmouth, that the writer may take the king's pleasure concerning them, the trial of that matter being now over and the accused acquitted [2659].

2749. [p. 355.] 27 *Jan. S. P. to Mr. Stockdale*, collector of customs at Dover.—Cannot accept the certificate from himself and Mr. Houseman, the surveyor of the customs at Dover, touching the John and Elizabeth [2732], it being not so perfect as by his Majesty's rules established in council it ought to be, with an endorsement of the consent of Mr. Brading, comptroller of the customs, upon it, in the printed form appointed. 'The end therefore of my present writing is to note to you that forasmuch as nothing less suffices for a ground to my lords of the admiralty for their granting passes against the Turks [2737] (which by the treaty are only issuable by their lordships) than what is required for the enabling the commissioners of the customs or chief magistrates of the out-ports to grant passes of other kinds by the treaties with Holland and Spain, wherein the evidences of the propriety[1] and declaration of their being free or not free are most essential parts, but wholly left out in this certificate, I am necessitated to return the same to the poor man, leaving him to you and the rest of his Majesty's officers with you to supply its defects.'

2750. [p. 355.] 29 *Jan. S. P. to Mr. St. Michel*,[2] at Deal.—Encloses a letter to the Greyhound to transport him over to Calais [2754].

2751. [p. 356.] 29 *Jan. S. P. to Captain Dickenson*,[3] Hunter, in the Downs.—The lords have ordered him 2 months' victuals from Dover.

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[1] *I.e.* property.

[2] See note to No. 2387.

[3] See ii. 367 *n. supra.*

2752. [p. 356.] 29 *Jan. S. P. to Captain Perriman,*[1] Sheerness.—His affidavit concerning the galliot hoy [2639] is wholly silent in the principal point—'whether in truth you did repair (as in your letter to me of 26 Nov. you say you did in company with Mr. Williamson) to Mr. Holmes, the owner of the said galliot, before you issued your certificate, all that you did besides in rowing about the vessel without going on board her or conferring with any of her company seeming but very slight expression of the care needful in a matter of that moment, forasmuch as if no more should be done than that it were very easy to impose any ship upon you or any man.' Therefore desires to know clearly whether he repaired to the pretended owner, and how far he concurred with the master in acknowledging his ship to be in the River, and that that was she which he had visited at Gravesend.

2753. [p. 357.] 29 *Jan. S. P. to the Navy Board.* —Finds the late warrant of the lords about the cooks of the 5th rates to be mistaken in drawing, and prays them to return it for altering. Desires to know whether Sir William Doyley[2] has given in his account.

2754. [p. 357.] 29 *Jan. S. P. to Captain Clements,* commander of the Greyhound, in the Downs.—To carry 'my brother Mr. St. Michel'[3] to Calais, and bring him back again in case his stay shall not exceed 3 days [2750, 2761].

2755. [p. 358.] 1 *Feb. S. P. to Sir John Tippetts,*[4] surveyor of the navy.—Desires him to consider what 5 or 6 frigates of the 4th or 5th rates might be soonest ready in case the war with Tripoli should continue; 'in the choice whereof good sailing and being sheathed[5] are particularly to be respected, and next what may be fitted with the least charge and the least time.' If he should think the new ship at Woolwich[6] to be one, the king's pleasure should be suddenly known concerning her in order to her being sheathed before she comes out of dock.

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[1] See ii. 50 *n. supra.* Captain John Perriman, master attendant at Sheerness, had been specially appointed to survey merchant ships in the Thames applying for passes, in order to prevent fraud [2558]. See also Introduction, p. xxi., *supra.*

[2] One of the late commissioners for the care of sick and wounded seamen.

[3] See note to No. 2387.

[4] See note to No. 2530.

[5] See ii. 184 *n. supra.*

[6] See note to No. 2467.

2756. [p. 358.] 1 *Feb. S. P. to Sir Richard Beach,*[1] commissioner at Chatham.—Has received his of 29 Jan. giving an account of the better satisfaction he has lately received touching the attendance of Mr. Brouncker [2743]. Understands the same from Mr. Brown, the deputy clerk of the check [2746]. Desires to know if he wishes him called to any further account before the king and lords.

2757. [p. 359.] 1 *Feb. S. P. to Colonel Piper,*[2] at Plymouth.—Thanks for his of 28 Jan.

2758. [p. 359.] 1 *Feb. S. P. to Mr. George Pley,*[3] at Weymouth.—Has received his and also Mr. Brett's recommendation of Mr. Coggan as marshal of the vice-admiralty of Dorsetshire in the room of Mr. Bond, lately deceased; but as a civility due to the vice-admiral of the county, the writer leaves it to him to inform Lord Ashley [4] in what he desires herein.

2759. [p. 360.] 2 *Feb. S. P. to Sir John Kempthorne,*[5] commissioner at Portsmouth.—The bearer, Philip Slader, cook of the Oxford (who was lately suspended by his order, together with the boatswains of the Oxford and Greenwich, on account of the death of the carpenter [2651, 2800]), having brought a certificate from the said boatswains that he was not in the ship's boat when that accident happened, having been left on shore by reason of the darkness of the night, the bad weather, and his disability by the loss of his arm, the king and lords desire him to cause his suspension to be taken off.

2760. [p. 360.] 4 *Feb. S. P. to the Navy Board.*—Desires them to prepare an estimate for the lords against to-morrow of the value of the stores they report needful for Sir John Narbrough's fleet, and the freight thereof to Malta [2741].

2761. [p. 361.] 4 *Feb. S. P. to Captain Clements,* Greyhound, Downs.—To bring Mr. St. Michel from Calais to Deal [2754].

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[1] This letter, in comparison with No. 2690, fixes the date of Beach's knighthood as between 23 Dec. 1675 and 1 Feb. 1676. The knighthood is not given in Shaw, *The Knights of England*, and it is assigned by Charnock to 1683 (*Biog. Nav.* i. 52).

[2] Deputy-governor of Plymouth [2667].

[3] Presumably Mr. George Pley, senior. See ii. 107 *n. supra.*

[4] See ii. 132 *n. supra.*

[5] See note to No. 2734.

2762. [p. 361.] 4 *Feb.* *S. P. to Mr. St. Michel,*[1] at Calais.—The Greyhound will fetch him back, with orders to stay one day for him [2761]; 'so as I presume you will have opportunity to see the close of the carnival, to which I have nothing to add but my blessing to my godson and service to my sister, with wishes of a safe return to you.'

2763. [p. 361.] 4 *Feb.* *S. P. to Sir John Tippetts.*[2]—The king (his Royal Highness being present) hath pitched upon the Speedwell for the 5th rate, but desires his opinion once more touching the 4th rate which may be soonest ready and with least charge to be employed to Newfoundland [2802], wherein regard to her sailing may be better spared than to take away any ships which by that quality may be more serviceable in the Straits. The king doth design, if occasion shall call for more ships to the Straits, to send the Kingfisher[3] for one, but doth not conceive it expedient to have her sheathed[4] before she come about into the River after launching, wherein also his opinion is desired.

2764. [p. 362.] 4 *Feb.* *S. P. to Captain Shales,* at the lord treasurer's.—Sends him a copy of a letter from the duke's servants about him [2642].

2765. [p. 362.] 5 *Feb.* *S. P. to Sir Richard Beach,*[5] at Chatham.—The king excuses Mr. Brouncker's fault this time on his intercession [2756]. 'To which give me leave to add my own entreaty on behalf of his Majesty's service, that you will not let your charity, which you seem to make use of in the present case, persuade you to bear with more of this kind, either from him or anybody else, than may stand with the preservation of that discipline without which the whole service must go to ruin.'

2766. [p. 363.] 8 *Feb.* *S. P. to Captain Lassells,*[6] Garland, in the Downs.—Encloses orders for his cruising to and again for 10 days, in which service he may take in his company from Dover to Calais a vessel with some horses belonging to the Duke of Monmouth[7] [2767].

2767. [p. 363.] 11 *Feb.*, 'past 11 at night; sent by express.' *The same to the same.*—The king hath this night pitched upon him for another service—to transport a Swedish gentleman to Gottenburg [2771, 2774, 2781]; he is therefore to deliver his other orders [2766] to Captain Dickenson for execution [2768]. Desires to know the state of his victualling.

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[1] See note to No. 2387.

[2] See note to No. 2530.

[3] A 4th rate of 663 tons burden now building at Woodbridge by Phineas Pett (i. 272 *supra*).

[4] See ii. 184 *n. supra.*

[5] See note to No. 2756.

[6] See note to No. 2181.

[7] *D. N. B.* li. 28.

2768. [p. 364.] 11 *Feb.*, '11 at night.' *S. P. to Captain Dickenson,*[1] Hunter, in the Downs.—To execute the orders given to Captain Lassells [2766], except that the 10 days is shortened to 5 or 6.

Postscript.—If Captain Lassells be gone and he thinks he can recover him off Dover [2775], he is to follow him with the letter that accompanies this [2767].

2769. [p. 364.] 11 *Feb.*, 'past 11 at night.' *S. P. to Mr. Neale,* postmaster at Deal.—To convey the enclosed to Captain Lassells; and if he be not in the Downs, to Captain Dickenson [2767, 2768].

2770. [p. 365.] 12 *Feb.* *S. P. to the Navy Board.*—Very heartily concurs in what they propound touching the providing such a boatswain for the hulk at Plymouth 'as by his being a ship-carpenter may be no less able to look after the preserving the body of the said hulk by due caulking it, as by his seamanship to execute the place of boatswain.' Will therefore find another employment for the present boatswain, that Captain Golding, whom they propound for it, may be appointed thereto.

2771. [p. 365.] 12 *Feb.* *S. P. to Lord Leyenbergh.*[2]—Will communicate to him the answer from the Downs when he receives it, 'that the general [2781] may with better assurance pitch upon the day of his departure from hence' [2767, 2774].

2772. [p. 365.] [12 *Feb.*] *S. P. to Mr. Secretary Williamson.*[3]—Sends a draught of the writer's conception of the warrant needful for his Majesty to sign to the lords for empowering them to respite the execution of the sentence of death upon Captain Harris [2735, 2773].

2773. [p. 366.] 14 *Feb.* *S. P. to Captain Gunman,* commander of the Anne yacht, at Greenwich.—Doubts not that Mr. Joynes, the marshal of the admiralty, hath communicated to him the lords' order for executing Captain

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[1] See ii. 367 *n. supra.*

[2] See note to No. 2209.

[3] *D. N. B.* lxii. 2. Since 28 July, 1675, Sir Joseph Williamson had been an admiralty commissioner as well as a secretary of state (i. 39, *supra*).

Joseph Harris [1] this day on board his yacht, and his supplying the marshal with a competent number of small shot out of his company for the doing thereof; wherein he is 'to cause as much appearance of reality to be expressed in this matter' as he can, though one of the writer's servants will just before the act of the execution should be done, produce a warrant from the lords for the forbearance thereof.

2774. [p. 366.] 15 *Feb. S. P. to Lord Leyenbergh.*[2]—The frigate in the Downs is in readiness [2776]; the writer desires a memorial of what she is to do, when orders will be issued accordingly [2771].

Margin: refers to the ship 'that carries the Swedish lord' [2781].

2775. [p. 367.] 15 *Feb. S. P. to Captain Dickenson*, Hunter, in the Downs.—Thanks for his timely overtaking the Garland [2768].

2776. [p. 367.] 15 *Feb. S. P. to Captain Lassells*, Garland, in the Downs.—He may expect the Swedish gentleman every day [2774, 2781].

2777. [p. 367.] 15 *Feb. S. P. to Captain Royden*, Guernsey, Downs.—Has received his of the 10th from Plymouth; he is to hasten up to Deptford. The properest place for trying his boatswain will be in the River [2785], there not being commanders enough in the Downs to make up a court-martial. Will inform him whether the money belongs to his Majesty or not [2787].

2778. [p. 368.] 15 *Feb. S. P. to the Navy Board.*—The lord treasurer having yesterday determined 'that the Phœnix, Portland, and Speedwell, already ordered forth, and what more ships shall be to be fitted out upon account of the summer guard, are as to the charge thereof to be done out of the moneys arising upon the estimate for the wear and tear of the said summer and winter guard,' they will expect no further answer about the particular case of the Phœnix. Desires to know whether there be any other consideration of guilt chargeable on the cook of the Oxford, besides his having been in the boat with the carpenter that was killed [2759]. Pursuant to his Majesty's resolutions, the writer has delivered a memorial to Mr. Secretary

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[1] See note to No. 2715. The entry opposite his name in Pepys's *Register* is 'Condemned to death by a court-martial for suffering dishonour, but pardoned, and since deceased' (i. 361, *supra*).

[2] See note to No. 2209.

Coventry[1] for the letters designed to be sent to the Vice-King of Sicily, Naples, and Sardinia, which, upon Sir Thomas Clutterbuck's[2] attending Mr. Secretary, will doubtless be delivered him. 'As to the preventions offered against any future non-compliance on his part in the provisions expected from him, I shall desire both in that and in the general case of the victualling that you will give me as early advertisement as may be . . . of any want of supplemental declarations, . . . and for what concerns the punctuality of Sir Thomas Clutterbuck's payments, my lord treasurer seemed yesterday so fully possessed of that matter as encourageth me to hope that we shall not meet with any disappointment therefrom.'

2779. [p. 369.] 18 *Feb. S. P. to Captain Royden*, Guernsey, in the Downs.—Sends orders for his coming up to Deptford to be paid off.

2780. [p. 369.] 18 *Feb. S. P. to Sir John Kempthorne.*—Wishes him success and content in his new place.[3] Thanks for his advice about the embezzlements; doubts not the navy board will obtain right for his Majesty against the offenders.

2781. [p. 369.] 18 *Feb. S. P. to Captain Lassells*,[4] Garland, Dover.—Either this night or to-morrow he may hear of Lord General Hemsfeldt[5] [2776].

2782. [p. 370.] 18 *Feb. S. P. to the Navy Board.*—Will speedily receive the lords' direction touching the Portland and Reserve.

2783. [p. 370.] 21 *Feb. S. P. to Captain Royden*, Guernsey, at Deptford.—To send up for the perusal of the lords the journal of his last voyage [2787].

2784. [p. 370.] 21 *Feb. S. P. to Captain Stout*,[6] late commander of the Success.—'To the end his Majesty may understand the fruits of his bounty and the extraordinary charge attending the same in allowing midshipmen['s] and reformadoes'[7] pay extraordinary on board his ships to some persons specially recommended to him,' as in particular to Mr. Charles Dallison on board the Success, 'I am by his Majesty's command to desire that you will forthwith give me a particular and impartial account of the behaviour, sobriety, diligence, and obedience to orders of the said Mr. Dallison during his being with you, and the service he did or endeavoured to do his Majesty therein, in order to his Majesty's continuing or withholding his said bounty to him, as on your report his Majesty shall see cause. *Wherein forasmuch as your doing right to his Majesty is in so great a degree concerned, his Majesty doth expect your discharging yourself with that sincerity which may lead his Majesty to put his reliance upon your report in other cases, by leading him in the present case to a just knowledge of what is good or bad in this gentleman.*'

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[1] *D. N. B.* xii. 357.

[2] Victualler for the Mediterranean. See ii. 236 *n. supra.*

[3] See note to No. 2734.

[4] See note to No. 2181.

[5] MS. 'Hemlsfeldt.' On this Swedish general see Hoefer, *Nouvelle Biographie Générale*, xxiii. 851.

[6] See note to No. 2374.

[7] See i. 190 *n. supra.*

2785. [p. 371.] 23 *Feb. S. P. to Captain Royden,* Guernsey, at Deptford.—The king and lords purposing to have a court-martial held in a few days on board the Anne yacht [2777], he is to put on board her his boatswain, against whom he has made some complaints [2786].

Margin: 'Not sent.'

2786. [p. 371.] 23 *Feb. S. P. to Captain Gunman,* Anne yacht, at Deptford.—To receive and keep in safe custody Captain Royden's boatswain [2785].

Margin: 'Not sent.'

2787. [p. 371.] 23 *Feb. S. P. to Captain Royden,* Deptford.—Has received his journal [2783]. Prays him to give a particular of his boatswain's crimes. The money is to be delivered to whom it is consigned [2777].

2788. [p. 374.[1]] 23 *Feb. S. P. to Captain Wright,*[2] Phœnix, at Woolwich.—By his Majesty's particular command he is to entertain Mr. Samuel Moody as his chaplain in his present voyage.

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[1] This letter is out of order in the MS. It is also copied in again on p. 380.

[2] According to Pepys's *Register*, Captain Lawrence Wright had been appointed to the command of the Nonsuch in 1672 (i. 427, *supra*), and he was certainly commanding her at the beginning of October 1674 [1819]. His commission to the Phœnix is dated 28 Jan. 1675–6 (i. 427, *supra*). Charnock (*Biog. Nav.* i. 318) speaks of him as having been removed from the Nonsuch into the Antelope, 7 Jan. 1672[–3], but this is clearly impossible. It is probable that 1672[–3] is a wrong date; and that this may be the case is suggested by the *Register*, where the commission of 1672[–3] to the Antelope follows that of 1675–6 to the Phœnix. He is not to be confused with Captain William Wright, commander of the Kitchen yacht (see ii. 12 *n. supra*).

2789. [p. 372.] 24 *Feb. S. P. to the Navy Board.*—Puts them in mind of what he takes to be a standing rule in the navy, 'that no purser be permitted to go to sea on a new voyage before he hath passed an account of the former, to the end that the pursers of the ships now going abroad, if they have not already, may be called upon to comply with their duty therein.' The writer is more particularly led to this from what occurs to him concerning Mr. Mills, purser of the Reserve, and the accusation some time since brought in by Mr. Jones [2574]. The boatswain, gunner, and carpenter of the Quaker ketch, charged with embezzlement of stores by the commander, are to be tried at a court-martial [2785].

2790. [p. 372.] 24 *Feb. S. P. to Sir John Knight,*[1] in London.—Will move the lords for a copy of the order he desires, and convey it to him without any charge, 'desiring that if in all that hath passed between my lords of the admiralty and yourself you have been a penny in disburse in my office (which I firmly believe you have not), you will let me know it and it shall be repaid you double.'

2791. [p. 373.] 24 *Feb. S. P. to Sir Richard Beach,*[2] at Chatham.—Has conferred with the navy board about the suspension of Mr. Minors, purser of the Sovereign, on account of some dissatisfaction of his in his absence from his duty on board her. It appears that the board granted him leave for some certain time to execute his place by deputy upon the score of his incapacity by sickness, certified by Mr. Conny, the chirurgeon of Chatham Yard, he proposing one Lucas for his deputy, whom the officers of the yard report to have very carefully and constantly performed the duty of the said purser since his deputation, though Mr. Minors continued his said deputy beyond the time granted by the warrant from the navy board, and the officers of the yard were blameable in allowing the deputy to act beyond the time he was warranted for. But what seems of principal importance is, whether in truth Mr. Minors's sickness hath disabled him from doing his duty, and next whether in truth Lucas hath well performed the duty of purser; concerning which the writer desires to be informed from him.

2792. [p. 374.] 24 *Feb. S. P. to Captain Dickenson,*[3]

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[1] A notable merchant of Bristol. *D. N. B.* xxxi. 255.

[2] See note to No. 2756.

[3] See ii. 367 *n. supra.*

Hunter, Downs.—Has received his of the 20th, giving notice of his return to the Downs.

2793. [p. 374.] 24 *Feb. S. P. to Sir Denis Gauden.*[1] Upon the writer's moving the king in council yesterday touching that clause in his contract about the king's storehouses, &c., the matter was agreed to.

2794. [p. 375.] 24 *Feb. S. P. to Captain Knyvett.*—To attend the lords on Saturday morning next, to answer a complaint by one John Allin of his being wrongfully arrested by him.

2795. [p. 375.] 25 *Feb. S. P. to the Navy Board.*—The king and lords will despatch the business of the galley to-morrow morning.

2796. [p. 375.] 28 *Feb. S. P. to Sir John Bankes.*[2] 'Coming to move his Royal Highness this morning about the business of our meeting with Captain Wood and Captain Proud on Thursday next, I find him so earnest in the despatch of what is to be done therein that he is unwilling to put it off so long, and therefore hath determined that it shall be on Wednesday [2797] at the king's rising from dinner. To which end I give you this notice of it, desiring you to do the like to Captain Proud. You shall find me attending the king at his dinner, and a piece of ling at my house afterwards for yours.'

2797. [p. 376.] 28 *Feb. S. P. to Captain Wood.*[3]—To attend his Royal Highness on Wednesday to discourse with some others in the presence of his Majesty and himself the business of the North-East Passage [2796].

2798. [p. 376.] 2 *Mar. S. P. to Captain Gunman*, of the Anne yacht.—To give Monsieur de Vic[4] passage to Ostend, whither his yacht is bound for the Countess of Southesk.[5] Also to receive on board at Ostend a pack containing a suit of hangings, directed to the ambassador of Portugal.

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[1] See note to No. 2518.

[2] See note to No. 2825.

[3] Captain John Wood had formerly commanded the Bonadventure [2048]. His commission to the Speedwell is dated 28 March, 1676 (i. 426, *supra*). Pepys's *Register* mentions six other officers of the same surname. On the object of this voyage see Introduction, p. xxiv, *n. supra.*

[4] MS. 'De Vyk.' Ignatius White, Baron de Vic, Vique, or Viques, was a spy in the pay of the English Government (*Cal. S. P. Dom.* 1675-6, p. 292).

[5] MS. 'Southask.' The departure of the Countess of Southesk for Ostend is recorded under date 5 Oct. 1675 (*ibid.* p. 335).

2799. [p. 377.] 3 *Mar. S. P. to the Navy Board.*—They are to come prepared to-morrow about what money will be necessary to build another galley-frigate at Woolwich,[1] over and above the timber and other materials remaining in the king's stores applicable to this work. As also touching the grounds of the stoppage of Captain Hamilton's[2] pay, and the sum that the wages due to Captain Tyrwhitt[3] and his servants do amount to. Desires also that 'the bringing the business of manning and gunning' the king's ships 'to an established method may be ripened as fast as may be, and this the rather for that there is not at this day one vessel, great or small, ordered forth, that the king is not importuned for increase of her men or guns; nor will it probably be otherwise till the numbers thereof are settled and confirmed by Order of Council, so as no room for reasonable objections may be left therein, nor power of alteration thereof but by Order of Council.'

2800. [p. 378.] 4 *Mar. S. P. to Sir John Kempthorne*,[4] commissioner at Portsmouth.—The king and lords 'have thought it absolutely necessary for preserving the discipline of the navy' that the boatswains of the Oxford and Greenwich [2759] should be turned out of their employments, as having been equally guilty of the breach of orders, though their fortune was better than the poor carpenter in escaping the shot. The king grants leave for Captain Crabb[5] to come to town for a month. Will make fitting use of his report of Mr. Turner's son; this and his father's long service in the navy cannot fail of making some provision for him as opportunity shall present.

2801. [p. 378.] 6 *Mar. S. P. to Sir Theo*[*philus*] *Biddulph.*[6]—To know why he has arrested Thomas Urry, master carpenter of the Navy yacht.

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[1] See i. 228, *supra*, and note to No. 3240.

[2] See note to No. 2440.

[3] See ii. 349 *n. supra.*

[4] See note to No. 2734.

[5] See note to No. 3614.

[6] Sir Theophilus Biddulph was probably a justice at Woolwich (*Cal. S. P. Dom.* 1673, p. 89). He had been one of the commissioners from the City of London chosen to present an address to Charles II at The Hague in May 1660, and had been knighted on that occasion (Shaw, *The Knights of England*, ii. 226).

2802. [p. 379.] 6 *Mar. S. P. to Sir Robert Southwell.*[1] The king and lords refer Sir John Berry's [2] reports upon the instructions given him last year to the committees for trade and foreign plantations, to know if the same or different instructions should be given to the Reserve and Speedwell, designed for the Newfoundland convoy of the present year.

2803. [p. 379.[3]] 7 *Mar. S. P. to Sir George Downing.*[4] By command of the council the writer sends him a form established by the proclamations of 22 Dec. and 28 Jan. for the passes which relate to our treaties with Argeir, Tunis, and Tripoli [2700].

2804. [p. 380.] 8 *Mar. S. P. to the Navy Board.*—Desires to know when the Quaker ketch will be on float, in order to the putting in execution a late sentence of a court-martial which must be performed thereon [2789].

2805. [p. 380.] 8 *Mar. S. P. to Captain Atkins,*[5] commander of the Quaker ketch.—The bearer, John Eccles, being appointed by the master of the ordnance to be one of the gunners of the garrison at Tangier, he is to give him passage thither.

Postscript.—He is to be allowed victuals as an ordinary seaman.

2806. [p. 381.] 13 *Mar. S. P. to Captain Clements,* Greyhound, in the Downs.—Mr. Knyvet's [6] horses (not exceeding five) that he is to give convoy to from Dover to Calais are in readiness at Dover.

2807. [p. 381.] 15 *Mar. S. P. to the Master Attendant and Clerk of the Check of his Majesty's yard at Deptford.*—Desires them to enter Edward Beane as a labourer in the yard when a vacancy shall happen.

2808. [p. 381.] 15 *Mar. S. P. to Charles Bertie,*[7] *Esquire,* at the lord treasurer's.—At the desire of Sir

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[1] See ii. 63 *n. supra.*

[2] See note to No. 2274.

[3] Out of order in the MS.

[4] See note to No. 2731.

[5] The commission of Captain Charles Atkins as commander of the Quaker ketch is dated 14 Feb. 1675–6 (i. 319, *supra*). He was the son of Sir Jonathan Atkins, the governor of Barbados [2272].

[6] MS. 'Knyvitt.'

[7] Secretary to the lord treasurer (*Cal. S. P. Dom.* 1673, index).

Richard Ford[1] this comes to let him know that the value of the piece of ground wherein Sir R. F. is interested, adjoining that whereon the office of the navy lately stood and now bought for the enlargement of the said office, amounts (together with some bricks and other materials remaining on the ground), as agreed on between the officers of the navy and Mr. Nicholas Salter, the owner, to 2,600*l.*

2809. [p. 382.] 16 *Mar.* *S. P. to Captain Wright*,[2] commander of the Phœnix.—To give passage to Darby McCragh to Jamaica, allowing him victuals as one of the ship's company.

2810. [p. 382.] 18 *Mar.* *S. P. to Mr. Laurence*, at the exchequer.—In pursuance of the chancellor of the exchequer's commands, the writer has bespoke a meeting of Mr. Evelyn[3] here on Tuesday morning next at 8, if it will suit him and Mr. Brewer.

2811. [p. 382.] 20 *Mar.* *S. P. to the Navy Board.*—The king desires them to lose no time in despatching the Speedwell [2802], and, if possible, to spare a few hands from Woolwich to that purpose.

2812. [p. 383.] 21 *Mar.* *S. P. to Monsieur Blanchard.*[4]—In order to answer his desire touching Monsieur the Marquis de Béthune,[5] the writer must be informed in the following particulars: (1) Whether with the coaches any horses are to be transported, and how many, and where they are to be taken in. (2) Whether the flyboat that is to be hired shall be discharged at Danzig,[6] or continued there in the ambassador's service. (3) Whether the whole equipage will be expected to go entirely upon the man-of-war, which cannot commodiously be; and therefore whether some, and how many, may not take their passage upon the fleet. (4) Whether by victuals is meant the usual provisions made at sea for the ship's company, or fresh provisions. (5) About what time the ambassador will be ready with his retinue and meubles to embark.

2813. [p. 383.] 21 *Mar.* *S. P. to the Commissioners*

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[1] Sir Richard Ford, now an alderman of the City of London (*Cal. S. P. Dom.* 1675–6, index), had been knighted in 1660 under the same circumstances as Sir Theophilus Biddulph (see note to No. 2801).

[2] See note to No. 2788.

[3] *D. N. B.* xviii. 79.

[4] MS. 'Blankard.'

[5] MS. 'Vethune.'

[6] MS. 'Dansique.'

of the Customs, London.—'In pursuance of the 6th article of the rules lately established by his Majesty in council touching the passes to be issued in pursuance of the treaties with Argeir, Tunis, and Tripoli,' a pass is demanded for the Lily, of Yarmouth, Samuel Callow, master, now lying at Yarmouth, bound for the Straits.

2814. [p. 384.] 21 *Mar.* *S. P. to Captain Dickenson,*[1] commander of the Hunter, in the Downs.—To hasten his ship up to Sheerness.

2815. [p. 384.] 24 *Mar.* *S. P. to Mr. Creed,*[2] secretary for Tangier.—The king directs that he is to lose no time in preparing the needful orders for the payment of the money [2828], and what other papers the speedy despatching away of Mr. Sheeres[3] will call for.

2816. [p. 384.] 24 *Mar.* *S. P. to the Navy Board.*—Sends a copy of the king's order to the master of the ordnance for furnishing arms and ammunition to the ships in harbour.

2817. [p. 385.] 25 *Mar.* *The same to the same.*—Sends the enclosed paper from Captain Trotter,[4] 'in answer to what is objected to him in your late report of 24 Feb., their lordships referring to you the doing the same in reference to this paper which by their letter to you of the 22nd inst. they ordered in that of Captain Harman's.'

2818. [p. 385.] 25 *Mar.* *S. P. to the master of the Jemmy yacht.*—He is to carry back from Woodbridge 10 shipwrights sent from the king's yard at Chatham to assist Mr. Pett in building the Kingfisher.[5]

Postscript.—This is not to interrupt any service appointed him by the navy board or Sir Richard Beach,[6] but to be done upon his coming away from Woodbridge.

2819. [p. 385.] 28 *Mar.* *S. P. to Sir John Tippetts,*[7] surveyor of the navy.—Desires to know what 4th rate and what 5th rate may be soonest and with easiest charge set to sea for home service.

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[1] See ii. 367 *n. supra.*

[2] *D. N. B.* xiii. 68.

[3] See note to No. 2724.

[4] Late commander of the Speedwell. See note to No. 2181.

[5] See note to No. 2763.

[6] Resident commissioner of the navy at Chatham. See note to No. 2756.

[7] See note to No. 2530.

2820. [p. 386.] 28 *Mar. S. P. to Sir Robert Southwell.*[1]—Finds nothing to oppose to the alteration propounded to the 5th article of the instructions about passes in pursuance of the treaties with Argeir, &c., but it ought to be declared by the lords whether, though the passes are determinable at the end of the year, the bonds to be entered into for delivering them up ought not to continue according to the terms of the present article, namely at the end of the voyage and the ship's being unladen, 'it being not to be expected that any merchant or master will become bound to any peremptory time for the delivering up of the pass.'

2821. [p. 386.] 28 *Mar. S. P. to Mr. Arundel.*—Acquaints him of two yachts bound for France, of which he may make choice for his service—one on Thursday for Dieppe to transport Lady Craven [2823], and the other on Saturday for Calais to fetch over Lord Derby [2834].

2822. [p. 386.] 28 *Mar. S. P. to Captain Ridley,*[2] commander of the Wivenhoe, at Portsmouth.—Hopes Northall, his mate, will now suddenly return to his duty on board [2651]. Will speak to Mr. Pearse[3] about his sick men.

2823. [p. 387.] 28 *Mar. S. P. to Captain Sanderson,* of the Portsmouth yacht.—To give Monsieur Fetteau[4] passage to Dieppe [2829] when he goes with Lady Craven [2821].

2824. [p. 387.] 31 *Mar. S. P. to the Navy Board.*—Entreats them to consider how far the taking any of the Phœnix's company for carrying the Woolwich to Chatham may either impede her despatch or endanger the loss of the men, both which Captain Wright[5] seems greatly to apprehend.

2825. [p. 387.] 31 *Mar. S. P. to Sir John Bankes.*[6]—The Hunter being come about from the Downs to Sheerness, it will be needful if the proposal go on (which it were better it did not) that some persons be immediately despatched down to survey her, and take an account of all that ought to be done to her for enabling her to go the voyage, to the end the same may be ascertained and the charge computed, with such provision made by the Guinea Company for the present defraying as well that as the future charge of victuals and wages, that his Majesty (as is promised) may be effectually secured against bearing any part of it.

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[1] See ii. 63 *n. supra.*

[2] See note to No. 2418.

[3] Chirurgeon-general of the fleet [861].

[4] MS. 'Fetteo.'

[5] See note to No. 2788.

[6] Sir John Bankes appears to have been engaged in the East India trade (*Cal. S. P. Dom.* 1672, p. 583); he also sold cordage to the navy (*ib.* p. 181). On Aug. 15, 1672, he had received a grant of pardon for all usurious contracts (*ib.* p. 492).

2826. [p. 387.] 31 *Mar. S. P. to Captain Dickenson,*[1] Hunter, in the port of Sheerness.—Will suddenly send him further orders.

2827. [p. 388.] 1 *Apr. S. P. to Captain London,* Norwich, at Waterford.—As soon as he is returned from his voyage to France with Count Hamilton,[2] the king's pleasure shall be taken for bringing him into port to refit or lay up.

2828. [p. 388.] 1 *Apr. S. P. to Mr. Fleetwood,*[3] at Newmarket.—Desires him to move the lord treasurer for the quarter's advance of 4,875*l.* to be made to Mr. Sheeres [2815] upon his present undertaking of the mole at Tangier.

2829. [p. 388.] 3 *Apr. S. P. to Captain Lovell,*[4] of the Katherine yacht.—To give Monsieur Fetteau[5] passage to Dieppe [2823] when he goes thither with Sir Laurence Dibusty[6] [2831].

2830. [p. 389.] 3 *Apr. S. P. to the Navy Board.*—As the manning of the Speedwell in an expedition so uncertain and hazardous as this is [2842] will call for some time more than usual to compass, they are to give orders for entering men on her as fast as the captain can procure them, though it will be yet a few days before she will be out of the dock. At the entreaty of Mr. Griffith, her present purser, his Majesty is pleased to give way to his surrendering his employment for the present voyage unto Mr. Mark Wildboare, upon good certificates of his fitness.

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[1] See ii. 367 *n. supra.*

[2] On Count Anthony Hamilton, the author of the memoirs of his brother-in-law, the Comte de Grammont, see *D. N. B.* xxiv. 135.

[3] One of the secretaries to the lord treasurer [1890].

[4] Charnock, *Biog. Nav.* i. 347.

[5] MS. 'Fetteo.'

[6] MS. 'Debustry.' He was apparently a shipowner (*Cal. S. P. Dom.* 1673–5, pp. 197, 205, 344).

2831. [p. 389.] 3 *Apr. S. P. to Captain Lovell,*[1] Katherine yacht, at Greenwich.—After landing Sir Laurence Dibusty at Dieppe [2829], he is to carry Mr. Nicholas Cook to Havre de Grâce, and then return to Greenwich.

2832. [p. 390.] 3 *Apr. S. P. to Sir John Narbrough,*[2] commander of the Harwich, and admiral in the Mediterranean.—The king and lords 'have commanded me to signify to you the extraordinary content they take in the effects of that action[3] of yours, and what they observe to your utmost advantage in reference to your conduct therein, perfected with all the acceptable circumstances that can attend any attempt of that kind—namely, the being effectual, speedy, and not chargeable to his Majesty in his treasure nor to his subjects in their lives—his Majesty's esteem of which service to your particular benefit I doubt not but you will live to understand by better proofs than my bare telling it you, as also will Lieutenant Shovell[3] (with whose management his Majesty and my lords are most particularly satisfied), and the rest of the officers and boats' companies when they shall return home.'

The king 'takes notice of your conjecture touching the reason of the Harwich's ironwork being found so much eaten with rust,[4] by imputing it to her being sheathed with lead and the same fastened with copper nails, but suspends concurring with you therein till he shall be able to make his own observations in it upon the ship's coming home, as being unapt to admit that that which never becomes rusty itself (such as these nails are said to be) can communicate rust to any other matter.'

The king and lords take note of his lesser successes in burning the enemy's boats. 'As to what you seem to wish of your having a power to attack the enemy's ships wherever you meet them, and particularly in the Grand Signior's ports, his Majesty hath resolved upon writing to his ambassador at Constantinople to see what can be obtained of liberty in that kind, it being probable what you observe that your last action will discourage them from returning home, and constrain them to secure themselves from port to port, doing mischief to our merchantmen.' 'The merchants do universally acknowledge your great care on their behalf in giving of convoy to their ships. . . .'

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[1] Charnock, *Biog. Nav.* i. 347.

[2] *D. N. B.* xl. 89.

[3] On 14 Jan., 1675–6, the boats of Sir John Narbrough's squadron, under the immediate command of Lieutenant Shovell, of the flagship Harwich, forced their way into the harbour of Tripoli, and there burnt four men-of-war (*D. N. B.* xl. 90). On the career of Sir Clowdisley Shovell, see *D. N. B.* lii. 159.

[4] See p. 66, *supra.*

The king and lords approve his keeping the Henrietta and Sapphire with him longer than they expected. Thanks for his account of the good condition of his ships; hopes his supplies of provisions have been better. The king hopes for a happy period to the war, and takes notice of his care to effect it, and especially his thoughtfulness how to remove the stores from Malta with best advantage, and his forbidding the sending of boats from hence out of his dependence upon supplying himself therewith from the enemy. His intention of attacking some of the enemy's forts upon the sea-coast is approved of.

The Success was no sooner come home 'but a whole bead-roll of complaints were exhibited by her lieutenant, Butcher, against her commander, Stout,[1] and those answered by others against him; but both were found so groundless and full of private animosity as that they were both acquitted by sentence of a court-martial, but so as that a brand will remain on them[2] that may be an example to other officers of the king's for the preservation of a better decorum between commanders and lieutenants.' Will not forget what he says of the insufficiency of the lieutenant for that employment in case of any future pretences of his

Will give him no further trouble concerning the Harwich, leaving that business to Captain Killigrew's[3] coming home, but wishes he had informed him what account Captain Harman[4] would give of his leaving his convoys [2671], and how far he has met with any discourses of it from the merchantmen at Malta and elsewhere. Will likewise leave the shortness of victuals upon the Portsmouth and Yarmouth, and the Diamond's late coming to him, to be argued hereafter.

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[1] See note to No. 2374.

[2] Neither Lieutenant John Butcher nor Captain Robert Stout appears again in any other capacity upon Pepys's *Register* (i. 331, 409–10, *supra*).

[3] *D. N. B.* xxxi. 109. See note to No 2266.

[4] See note to No. 2379.

The king and lords approve of what he urges against putting his ships to short allowance, to which the writer will add another consideration which he remembers to have been of old urged by Sir John Lawson[1] against the common practice of short allowance in the Straits—'that the money given the seamen upon that score was but an occasion of the seamen's insisting to go on shore for the refreshing themselves therewith, to the great disappointment of his Majesty's service by staying of his ships in port, and sometimes by occasioning the total loss of the men, and putting the whole into a course of debauchery.'

The king takes notice of the care he promised for preserving his stores from waste, and preventing commanders lying in port upon pretence of want thereof or otherwise; also of his resolutions to prevent his subjects covering strangers' ships, and his care of giving convoy to his subjects trading in those seas. He also approves his choice of officers in the room of persons discharged or dead.

His disposal of the slaves the king and lords 'do also like well of,' but what he shall hereafter take he is now at liberty to dispose of in what other manner he shall judge most advantageous to the king, as the galley at Tangier is discharged. 'One thing falls out which makes the hastening of the peace more desirable than it was before, namely, that of the plague's being at Malta, which, besides the ill effects it may have upon your ships coming into that port, hath already produced one of great inconvenience to us at Livorne by giving that government a pretence to the delaying us in all we have to do there' [2279, 2839]. The officers of the navy will send him a particular of the stores designed to be sent him.

Recommends to him to put the captains of his squadron in mind of complying with every part of their instructions, 'and particularly in those directing their giving frequent advice of their proceedings, their not staying in port nor carrying of merchants' goods, and sending home of muster-books; for their failure wherein . . . none of the captains lately come home have received any part of their wages without much more difficulty than I find they expected, and some of them entirely lost it.'

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[1] Lawson had had a considerable Mediterranean experience, first with Penn in 1650–2, and again in 1661–4, when he was conducting operations against Algiers, Tunis, and Tripoli (*D. N. B.* xxxii. 292)

Underwritten: Duplicate *via* Livorne, to Sir Thomas Clutterbuck,[1] 10 Apr.

2833. [p. 394.] 3 *Apr. S. P. to Sir Thomas Clutterbuck,*[1] at Livorne.—To despatch a packet for Sir John Narbrough [2832].

2834. [p. 394.] 4 *Apr. S. P. to Captain Gunman,*[2] at Calais.—He is to bring over Lord Derby from Calais [2838] instead of Captain Fasby, of the Charles yacht, who is arrived in the River, having missed the king's orders for staying at Calais.

2835. [p. 394.] 4 *Apr. S. P. to the Commissioners of the Customs.*—A pass is demanded by the Unity, of London, John Borrows, master, now lying at Fowey, bound for the Straits.

2836. [p. 395.] 5 *Apr. S. P. to Captain Atkins,*[3] commander of the Quaker ketch, at Erith.—Is glad he is ready to sail. He may come to town for a day or two to effect his despatch with the victualler.

2837. [p. 395.] 5 *Apr. S. P. to Captain Fasby*, of the Charles yacht.—To sail to the Brill and attend there 4 days to bring over Lady Temple.[4]

2838. [p. 395.] 6 *Apr. S. P. to Captain Gunman*, of the Anne yacht, at Greenwich.—To go to Calais to fetch Lord Derby [2834, 2845].

2839. [p. 396.] 6 *Apr. S. P. to Arthur Herbert,*[5] *Esquire*, at Newmarket [2850].—'Our pink[6] is now very forward in her sheathing; so also are her supplies of sails, cordage, and other stores in providing, and the like in her provisions. . . . In the absence of all our fellow-adventurers, who have been generally out of town ever since you went, I have for saving time been driven to give my single direction in two or three matters relating to the vessel, of which the particular of greatest charge is that of lining so much of the bread-room with the thin lead we use for sheathing as may preserve that part of the bread which will be longest unspent, the safety of the provisions seeming to require more than ordinary rosining, and this doing it with lead said to be cheaper than that of tinning it.' Captain Golden, being dissatisfied with his masters of the North-West, is willing to serve his Royal Highness either as mate or pilot. Were the command vacant, the writer would think a man of no greater sobriety than he very unfit, yet since he is contented to go under command it would be of good use that a man of his experience should be entertained by his Majesty on board the Speedwell, where Captain Wood [2842] will easily find means of keeping him sober. They at Livorne have not been permitted to carry off any victuals to the Henrietta upon the score of the plague at Malta, except the vessel carrying them be burned or sunk to prevent her returning into port [2832].

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[1] Victualler for the Mediterranean. See ii. 236 *n. supra.*

[2] Commander of the Anne yacht [2838].

[3] See note to No. 2805.

[4] *D. N. B.* lvi. 50.

[5] See note to No. 2302.

[6] The Prosperous pink. On this expedition see Introduction, p. xxiv *n. supra.*

2840. [p. 396.[1]] *7 Apr. S. P. to Captain Wyborne,*[2] commander of the Pearl, at Deptford.—To sail to Long Reach to take in guns, provisions, and stores, and thence to the Hope to await further orders.

2841. [p. 397.] 10 *Apr. S. P. to Captain Jenifer*, commander of the Saudados.[3]—To give Dominic Perera passage to Lisbon.

2842. [p. 397.] 10 *Apr. S. P. to the Navy Board.*—To consider what sum may be fit for contingent money for Captain Wood [2839] in his voyage for the discovery of the North-East Passage [2895].

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[1] Out of order in the MS.

[2] Captain John Wyborne had formerly commanded the Garland [1536]. He had been appointed to command the Pearl in succession to Captain Thomas Booth [2583].

[3] See ii. 9 *n. supra.*

VOL. V.

ADMIRALTY

From April 10, 1676, to May 7, 1677.

[Vellum folio, stamped as described in vol. i. p. x, *supra*, but without book-plates; marbled edges. Press mark No. 2852. 5 pp. blank; ledger index, 59 pp.; 404 written pp. The letters in this volume are written from Derby House, unless otherwise stated.]

2843. [p. 1.] 10 *Apr. S. P. to Captain Dickenson,*[1] Hunter, at Sheerness.—Desires him to send an account of the state of his ship in reference to her being sent abroad again to the southward upon an 8 months' voyage, expressing therein what she will require to have done to her hull, masts, and yards, and what supply of furniture and stores will be needful [2861].

2844. [p. 1.] 10 *Apr. S. P. to Captain Clements,* Greyhound, Downs.—Has received his of yesterday intimating his having received into his charge from Captain Tyte,[2] of the Deptford ketch, a vessel by him brought in which had been taken by a Dunkirk privateer [2853]. In the king's absence at Newmarket the writer cannot signify his pleasure, but hopes in a day or two to give him some orders from the lords concerning it, so soon as Captain Tyte shall come up into the River, from whom we are to expect more particular evidences of the misbehaviour of the said privateer, the master whereof and five more of his company were on board the Holsteiner when Captain Tyte took her. In the meantime he is to forbear discharging her till further orders.

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[1] See ii. 367 *n. supra.*

[2] Captain George Tyte, formerly commander of the Richmond yacht, had been appointed to the Deptford ketch 18 Jan. 1675-6 (i. 417, *supra*). He appears, however, as again in command of the Richmond yacht on 12 June, 1676 [2967], and 23 June [2990]. On the spelling of his name, see ii. 375 *n. supra.*

2845. [p. 2.] 10 *Apr. S. P. to Captain Gunman*, Anne yacht, at Calais.—As Lord Derby is come, he is to return into the River [2834].

2846. [p. 2.] 10 *Apr. S. P. to Arthur Herbert,*[1] *Esquire*, attending his Royal Highness at the court at Newmarket. The pink is in a good forwardness [2839]. Begs him to present the enclosed [2847].

2847. [p. 3.] 10 *Apr. S. P. to his Royal Highness*[2] at Newmarket.—Having this day advice of the death of Mr. Wilson, late storekeeper at Chatham Yard, the writer humbly desires his Royal Highness to move his Majesty to appoint some fit person to succeed to that office 'and prevent surprisal from applications on behalf of any who may not be so.' 'I have not, may it please your Royal Highness, at any time hitherto, nor shall now take upon me to become a recommender of any particular person to employment, but content myself with the doing my duty of being his Majesty's and your humble remembrancer that the office of a storekeeper in the navy is an employment of very great trust, and such a one as, whatever it calls for of integrity, calls for no less experience in the business and methods of the navy, and therefore do with all humility hope on his Majesty's behalf that with the regard which his Majesty may be pleased to have to those who by many years' education and labour in his service have qualified themselves above others for his favour herein, your Royal Highness will be pleased to bring to his mind that article which (among others) was at your Highness's motion about three years since established by his Majesty in council for the direction of future admirals, declaring that utmost circumspection should be used in the choice of every officer according to the knowledge which should be had of each man's deserving in former employment, either from the admiral's own observation, or the report of the principal officers and commissioners of the navy in relation to officers accountable for stores &c. within their inspections.'

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[1] Arthur Herbert, afterwards Earl of Torrington (*D. N. B.* xxvi. 169), had commanded the Cambridge during the third Dutch war, but from the close of the war until November 1677 he appears to have retired from active service (Charnock, *Biog. Nav.* i. 261).

[2] The Duke of York.

2848. [p. 4.] 11 *Apr. S. P. to the Navy Board.*—The captain of the Norwich acquaints him that she is so very leaky as he judges she cannot be repaired without bringing into a dock; the writer desires to know to which yard she should be brought to be repaired.

2849. [p. 4.] 11 *Apr. S. P. to Arthur Fleetwood*,[1] *Esquire*, at the lord treasurer's lodgings at Newmarket.—Will forbear waiting on him at Newmarket, his Majesty's return to town being looked for in a few days.

2850. [p. 4.] 13 *Apr.*, 'sent by express at 12 at noon.' *S. P. to the Duke of York*, at Newmarket.—Sends a copy of a letter just now received from Sir Roger Strickland[2] of 11 March from Malta, giving an account of a disaster happening to the hulk there, but 'accompanied with the most welcome news' of such a peace concluded between Sir John Narbrough[3] and the government of Tripoli as will appear more satisfactory and honourable 'not only than was expected now but what was ever yet obtained by any prince from that nation.'

Understands from Captain Herbert[4] that his Royal Highness hath missed two letters of the writer's relating to the navy. One, concerning the storekeeper at Chatham [2847], is enclosed; the other, relating to the North-East adventure [2839], the writer, in hopes of his Royal Highness being suddenly here, will forbear the repetition of.

2851. [p. 5.] 14 *Apr. S. P. to Sir Richard Beach*, commissioner at Chatham.—The navy board have let the writer know the information they have lately received from him touching the cook of the Victory, who 'upon a large certificate from his chirurgeon of the ill condition he was in by wounds formerly received in the king's service, . . . prevailed upon the charity of my lords of the admiralty to give warrant for a dispensation to his attendance for three months; since which, . . . instead of being solicitous for his cure, he spends his time scandalously in drunkenness and gaming.' Desires him to send for him, and enable the writer to inform the lords with his answer, that they may insist upon his providing a deputy or withdraw their late warrant of dispensation to him.

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[1] One of the secretaries to the lord treasurer [1890].

[2] Commander of the Dragon [2058]. *D. N. B.* lv. 52.

[3] *D. N. B.* xl. 89.

[4] See note to No. 2846.

2852. [p. 6.] 15 *Apr. S. P. to Captain Baker*[1] *or the chief officer on board the Merlin yacht*, at Greenwich.—To receive Lord Burlington's goods.[2]

2853. [p. 6.] 15 *Apr. S. P. to Captain Clements*, Greyhound, in the Downs.—Desires him to send up what evidence he can of injuries done by the French hoy which took the said Holsteiner [2844], and in the meantime to take care that no embezzlement be made of any of the goods or furniture belonging to the Holsteiner, nor that she be further put out of the possession, either of her own company or such of the hoy's that took her, than may be necessary for securing her.

2854. [p. 6.] 15 *Apr. S. P. to Captain Dickenson*,[3] Hunter, at Sheerness.—Will move the king about the disposal of his ship [2869].

2855. [p. 6.] 15 *Apr. S. P. to Captain Wright*,[4] Phœnix, at [the] Hope.—Encloses orders for his going to sea.

2856. [p. 7.] 17 *Apr. S. P. to the Navy Board.*—The king and lords desire their advice touching the stopping of the stores and provisions going for Malta upon the score of the peace now made with Tripoli, whether it may not be husbandry to let them go on to be lodged at Tangier for the use of such ships as may occasionally be sent into the Straits in time of peace.

2857. [p. 7.] 18 *Apr. S. P. to Mr. John Pepys.*[5]—Desires him to take care that an able pilot may be speedily appointed by the Trinity House to take charge of the Portsmouth yacht on her voyage to Danzig.[6]

2858. [p. 7.] 18 *Apr. S. P. to Captain Gunman*, of the Anne yacht, at Greenwich.—About his fetching Mrs. Churchill[7] and the Prince of Mecklenburg[8] from Calais.

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[1] See ii. 291 *n. supra.*

[2] Richard Boyle, second Earl of Cork, had been created Earl of Burlington in 1663. See *D. N. B.* vi. 116.

[3] See ii. 367 *n. supra.*

[4] See note to No. 2788.

[5] John Pepys shared with Thomas Hayter the office of clerk of the acts. *D. N. B.* xliv. 363.

[6] MS. 'Dantzicke.'

[7] See note to No. 2602.

[8] MS. 'Micklebourgh.'

2859. [p. 8.] 19 *Apr.* *S. P. to Sir John Kempthorne*,[1] commissioner at Portsmouth.—Being this day applied to by Richard Barker, cook of the Greenwich, who by Sir J. K.'s leave is dispensed with to be absent from his ship 14 days, and now brings a certificate of this day's date from Mr. Pearse, the chirurgeon-general of the fleet, of his sickness continuing, the writer intimates to him his having received this certificate, that if he please he may extend Barker's leave [2876].

2860. [p. 8.] 19 *Apr.* *S. P. to Captain Sanderson*,[2] commander of the Portsmouth yacht, at Greenwich.—Has spoken with his Royal Highness,[3] Mr. Secretary Coventry[4] and Sir John Werden[5] attending, the latter of whom was the last that passed by Elsinore in any of his Majesty's vessels, but has not yet those directions which he shall send him touching his behaviour when he comes thither [2865] in expectation of speaking with Captain Binning[6] and Captain Gunman,[7] who have been concerned in this matter heretofore; wherefore he is not to stay for them now but look for them at Havre de Grâce. Encloses orders for carrying over Mr. Houblon,[8] and then attending the Marquis de Béthune to Dunkirk [2812, 2863].

2861. [p. 9.] 20 *Apr.* *S. P. to Sir John Tippetts*.[9]—It being in proposition before his Majesty that the Hunter should be sent upon a voyage to Guinea, and Captain Dickenson having furnished the enclosed account of her state [2843], he is to prepare an estimate of the charge of fitting her [2869], and say whether her present company of 70 will be reckoned competent for this voyage.

Has answered his desire in providing the Charles yacht for fetching over Mr. Biddulph[10] and his lady.

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[1] See note to No. 2734.

[2] Captain Ralph Sanderson had been appointed to command the Portsmouth yacht on 30 July, 1674 (i. 403, *supra.*)

[3] The Duke of York.

[4] *D. N. B.* xii. 357.

[5] See ii. 332 *n. supra.*

[6] Commander of the Swan prize [1862].

[7] Commander of the Anne yacht [2858].

[8] Probably Mr. James Houblon [3129]. See note to No. 2498.

[9] See note to No. 2530.

[10] On 6 Sept. 1675 a pass had been issued for Lady Goring of Burton and her son-in-law, Richard Biddulph, and Anne his wife, to travel to France, with a clause that none of them shall keep company with Jesuits or resort to any of their seminaries, and that they shall return when recalled. (*Cal. S. P. Dom.* 1675-6, p. 286.)

Postscript.—Prays him to return the enclosed, and let not its contents be publicly discoursed till he has further intimation of his Majesty's pleasure about it.

2862. [p. 9.] 20 *Apr. S. P. to Mr. Trelawny*, vice-admiral,[1] at Trelawne,[2] in Cornwall.—Thanks for his notice of a vessel wrecked on the north coast of Cornwall, within the jurisdiction of Sir John Godolphin.[3]

2863. [p. 10.] 20 *Apr. S. P. to Sir Ellis Leighton*,[4] secretary to my Lord Ambassador Berkeley,[5] at Paris in France.—The Portsmouth yacht is ordered for the Marquis de Béthune [2860].

2864. [p. 10.] 20 *Apr. S. P. to Sir John Kempthorne*,[6] commissioner at Portsmouth.—Has received his of the 18th giving an account of the arrival of the Norwich, the commander whereof having written that she is not in a condition to keep the sea; the writer desires him to cause a survey to be taken of her condition.

2865. [p. 10.] 20 *Apr. Memorandum.*—That Mr. Pepys being this day on board the Portsmouth yacht at Greenwich, and there being informed by Captain Sanderson[7] that he had fully discoursed with Captain Gunman[8] touching the method of passing by Elsinore Castle, Mr. Pepys added this postscript to his letter of 19 Apr. [2860] with his own hand (being then also uncertain of Captain Binning's[9] coming to town): 'It is not the meaning hereof that you should lose any time in staying at the Havre for any further advice in this point . . . in case I should not have anything material time enough to send to you about it.'

2866. [p. 11.] 22 *Apr. S. P. to Sir John Fowell*,[10]

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[1] He had probably succeeded his father, Sir Jonathan Trelawny, as vice-admiral of South Cornwall in 1675. See a letter from the latter to Mr. Secretary Williamson (*Cal. S. P. Dom.* 1675–6, p. 58).

[2] The seat of the Trelawny family, on Trelawne inlet, two miles north-west of West Looe.

[3] Vice-admiral of North Cornwall [712].

[4] See *D. N. B.* xxxiii. 2. Leighton's real name was Elisha. He is described in Pepys's *Diary* as 'a mad, freaking fellow' (iv. 341).

[5] MS. 'Bartley.' See note to No. 2604.

[6] See note to No. 2734.

[7] See note to No. 2860.

[8] Commander of the Anne yacht [2858].

[9] Commander of the Swan prize [1862].

[10] *Cf.* No. 712. Mr. John Fowell had succeeded to his father's baronetcy in October 1674 (Burke, *Extinct Baronetcies*, p. 207*). On 10 Jan. 1676 he had been approved as a deputy-lieutenant for the county of Devon (*Cal. S. P. Dom.* 1675-6, p. 506).

Vice-Admiral of Devon, at Exeter.—In the business of the Bachelor, the lords desire to know whether besides the 23*l.* charges allowed by Mr. Idle[1] to Sir J. F.'s servant, he is on his own account in disburse for the further sum of 39*l.* 10*s.* for charges. The ground of which question is partly the lords observing these two sums together seem pretty large and greatly excepted against as such by Mr. Idle, and partly because it is not expressed how much of the 39*l.* 10*s.* is for charges and how much in compensation of trouble and pains.

2867. [p. 11.] 22 *Apr.* *S. P. to Captain Atkins*,[2] of the Quaker ketch, in the Downs.—Hopes to send him the paper he is waiting for before Monday's post; or if not, will move the king that he may no longer stay for it, but leave it to be done by the Saudados,[3] which is like to follow him in 10 or 14 days [2880].

2868. [p. 12.] 22 *Apr.* *S. P. to Captain London*,[4] Norwich, at Spithead.—Sir John Kempthorne[5] will survey his ship, when he may expect further orders [2864].

2869. [p. 12.] 22 *Apr.* *S. P. to Sir Andrew King*,[6] sub-governor, or in his absence to *Mr. Gabriel Roberts*, deputy-governor of the Royal African Company.—The fitting forth of the Hunter for a voyage to Guinea will call for the present disbursement in ready money of 320*l.* [2861]. To this must be added for victuals, wages, and wear and tear, 4*l.* a man a month for 70 men, as the king is not to be at any part of the ship's charge.

2870. [p. 13.] 24 *Apr.* *S. P. to Sir Thomas Clutterbuck.*[7] —Though the news of the peace with Tripoli was not come to Livorne by the 13th, the writer does not doubt it, since Sir Roger Strickland[8] took advantage of a small vessel bound directly from Malta to Marseilles to send his packet. However, lest there should be any mistake in it, the king and lords will defer doing anything except to stop the going away of stores to Malta [2856]. Heartily condoles his late want of health.

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[1] See especially No. 2606.

[2] See note to No. 2805.

[3] See ii. 9 *n. supra.*

[4] Captain Richard London had been appointed to the command of the Norwich in 1672 (i. 379 *supra*). According to Charnock, he is not mentioned after April 1675 (*Biog. Nav.* i. 317).

[5] See note to No. 2734.

[6] Sir Andrew King was an alderman of the City of London (*Cal. S. P. Dom.* 1672, index), and clerk of the bills in the custom-house (*ib.* 1673–5, p. 348). He had been knighted at the Restoration 9 June, 1660 (Shaw, *The Knights of England*, ii. 228).

[7] See note to No. 2350.

[8] Commander of the Dragon [2058]. *D. N. B.* lv. 52.

2871. [p. 14.] 24 *Apr.* *S. Pepys to the Navy Board.* —The Phœnix being to stop at Portsmouth in her way to Jamaica for the taking in some passengers there, the writer desires them to consider whether to make good there the sea-provisions she may have already spent.

2872. [p. 14.] 24 *Apr.* *[S. P.] to Sir Robert Robinson,*[1] commander of the Assurance.—The king and lords desire the speedy fitting of his ship.

2873. [p. 14.] 24 *Apr.* *S. P. to Captain Clements,* commander of the Greyhound, in the Downs.—Encloses a copy of a complaint by one John Fendall, master of a ketch called the John's Endeavour, of London, of his having a piece of rope taken out of his ketch by the gunner of his ship upon pretence of payment for a shot made at him therefrom, notwithstanding his having, as he affirms, paid the respect due to his Majesty's ship. Desires a true account of the matter [2884].

2874. [p. 15.] 24 *Apr.* Sent by the Phœnix, bound to Jamaica. *S. P. to Captain Davies,*[2] commander of the Foresight.—Sends copies of the orders for his return to England, in case the original should have miscarried.

2875. [p. 15.] 24 *Apr.* *S. P. to Captain London,*[3] commander of the Norwich, at Portsmouth.—When the report of the officers of the navy shall be sent to the lords touching his ship [2864, 2876] and what he desires therein about some pay for his company, he will hear the further pleasure of the king and lords concerning her.

2876. [p. 15.] 24 *Apr.* *S. P. to Sir John Kempthorne,*[4] commissioner at Portsmouth.—His letter about the refitting of the Norwich is referred to the officers of the navy [2864, 2875], whether in the condition she is it will be most advisable that she be fitted out again, or paid off and another appointed to supply her station. The license he encloses for 16 days' more absence to the cook of the Greenwich shall be given him [2859].

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[1] See ii. 275 *n. supra.* Sir Robert Robinson's commission to the Assurance is dated 17 April, 1676 (i. 399 *supra*).

[2] See ii. 399 *n. supra.*

[3] See note to No. 2868.

[4] See note to No. 2734.

2877. [p. 16.] 24 *Apr. S. P. to Captain Ridley,*[1] Wivenhoe, at Portsmouth.—Desires him to hasten up the accounts he is taking (attested and sworn to before the magistrates of Portsmouth) of the wrongs complained of to him by a pink and a hoy of Portsmouth from some Ostend capers, with as good a description as they can of the vessels which injured them [2887]. Some pay will be speedily provided for his men.

2878. [p. 16.] 25 *Apr.* Sent by the Phœnix. *S. P. to his Excellency Lord Vaughan,*[2] Governor of Jamaica.—The Phœnix is sent in the room of the Foresight, who some time since was ordered home to save the charge of having both in pay for the same service longer than was necessary. 'The Foresight's escape[3] from the hurricane at the Barbados . . . was as fortunate as the Vulture's miscarriage[4] was the contrary, the loss of which I find your lordship designing to supply to the island by bearing her men upon another vessel to be provided by yourself; wherein what I have to note to your lordship is that I do not find that his Majesty and my lords of the admiralty are willing to know any further charge of shipping for the use of the island to be borne on the navy than that of the Phœnix only.' Will not say anything touching the Surinam expense [2071], since the accounts have been transmitted to the officers of the navy, whose province it is.

2879. [p. 17.] 25 *Apr. S. P. to Captain Wright,*[5] commander of the Phœnix, at Portsmouth.—Has written to the navy officers about his victuals [2871, 2882]. Lieutenant Sumpter[6] and his servant are to be borne as supernumeraries to his ship's company, as the other volunteers are also to be for whom he has warrants under the king's own hand.

2880. [p. 17.] 25 *Apr. S. P. to Captain Atkins,*[7] commander of the Quaker ketch, in the Downs.—Sends him the packets for Tangier, the rest being respited until the departure of the Saudados in 14 or 20 days with Mr. Sheeres[1] [2867].

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[1] See note to No. 2418.

[2] *D. N. B.* lviii. 173.

[3] 'The Foresight escaped miraculously by the experience and dexterity of a Jamaica pilot' (*Cal. S. P. Dom.* 1675–6, p. 394; Letter from Sir Thomas Lynch to Mr. Secretary Williamson, 9 Nov. 1675).

[4] The entry in Pepys's *Register of Ships*, 'cast away in a hurricane at Barbados, 1675,' appears to have been made in error against the Woolwich sloop (i. 293, *supra*).

[5] See note to No. 2788.

[6] Robert Sumpter had served as second lieutenant of the St. David in 1672 (i. 411, *supra*).

[7] See note to No. 2805.

2881. [p. 18.] *26 Apr. S. P. to Captain Kirk,*[2] commander of the Kingfisher, at Sheerness.—The king very much desires to have a view of his ship in the Hope before he carries her up to Chatham, and also a word or two of her qualities.

2882. [p. 18.] *27 Apr. S. P. to Captain Wright,*[3] at Portsmouth.—Is very sorry the state of the victualling stores at Portsmouth is so low as not to supply him [2879], but since it is so, prays him to hasten to sea, the service calling for his despatch to Jamaica to prevent the islands being without a frigate [2878], which by the coming away of the Foresight the writer otherwise doubts it may too long be.

2883. [p. 19.] *27 Apr. S. P. to Sir John Kempthorne,*[4] at Portsmouth.—This comes on behalf of one Anthony White, who hath long since sued the lords for relief against Richard Cooke, boatswain of the York, for a debt which the said boatswain did by a letter to the writer of 24 Jan. acknowledge and promise to pay, but now refuses. That 'the king's service may not be dishonoured by being made use of only as a protection to his officers in their denying right to others of his subjects, whereby the ships being in harbour unemployed his Majesty's service may without inconveniency bear with his officers answering at law to any of their creditors who desire the benefit thereof from my lords of the admiralty,' the writer desires him to send for the said boatswain and examine the matter, letting him know that if he makes not good his promise he is not to expect any further protection from the lords [2889].

2884. [p. 19.] *27 Apr. S. P. to Captain Clements,* Greyhound, in the Downs.—Has received his letter and certificates, which will enable the writer to give a satisfactory answer in case he hears more of the complaint against his gunner [2873]. To give the complainer his due, the manner of his complaint was very moderate and civil, and he did voluntarily acknowledge that the taking away his rope was done without any other ill-usage or an ill word to him from the officer that did it. 'And I doubt not but you have both seamanship and humanity enough to know when a vessel may without inconvenience lower her topsail in respect to his Majesty's ships without danger to herself.'

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[1] See note to No. 2724.

[2] Captain John Kirk's commission to command the Kingfisher was dated 16 Mar. 1675–6 (i. 375, *supra*).

[3] See note to No. 2788.

[4] See note to No. 2734.

As soon as he shall be informed by one Mr. Buchanan, from Dover, that the lord marshal's horses going over into France for the use of his coach there [1944] shall be embarked, he is to convoy them, taking notice of any capers he shall meet with disturbing any of his Majesty's subjects, whereof several complaints have of late been made.

2885. [p. 20.] 27 *Apr. S. P. to Captain Wright*,[1] commander of the Phœnix, at Portsmouth.—To receive on board from the officers of the ordnance a quantity of powder designed to be sent by him to Lord Vaughan,[2] Governor of Jamaica, for the king's service there.

2886. [p. 21.] 2 *May. S. P. to Captain Dickenson*,[3] commander of the Hunter, at Sheerness.—Encloses a complaint from one Bedford that having by leave of the lords arrested John Brome, purser of the Ruby, he was rescued from the bailiffs 'by some of your company, and yourself said not to be wholly unconcerned in it, which I should be sorry to find true in regard of the offence which my lords of the admiralty would have just cause of taking thereat, who will very unwillingly suffer their orders to be interrupted, especially by the king's own officers, and in a case like this of doing right to other of his subjects.' Desires to know the matter of fact.

2887. [p. 21.] 2 *May. S. P. to Captain Ridley*,[4] commander of the Wivenhoe guardship at Portsmouth.—Thanks him for the examinations [2877] being sorry that they give not sufficient description of the caper in order to her seizure. As to what he writes concerning the vessel come from France and bound for Holland, if her former pass be expired the master will think himself concerned to get another, which he will not obtain unless two third parts of her company at least are the king's subjects;

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[1] See note to No. 2788.

[2] *D. N. B.* lviii. 173.

[3] See ii. 367 *n. supra.*

[4] See note to No. 2418.

but the writer will not take upon him to give an opinion whether he may stop her.

2888. [p. 22.] 2 *May. S. P. to Captain London,*[1] commander of the Norwich, at Portsmouth.—The lords have given orders for his speedy refitting. Leave to come to town for 10 days.

2889. [p. 22.] 2 *May. S. P. to Sir John Kempthorne,*[2] commissioner at Portsmouth.—Has received his of 30 Apr., and presumes what the boatswain of the York has promised will be satisfactory to his creditor; desires he will see he make it good at the next pay [2883]. Desires him to put the fitting of the Norwich in hand.

2890. [p. 22.] 2 *May. S. P. to Mr. St. Michel,*[3] at Deal.—Has taken care in the enclosed to Captain Clements 'to have the seeing speedy right done' to the French prize lately detained in the Downs and committed to him and Captain Clements[4] upon suggestions first made by Captain Tyte[5] of her having done injury to his Majesty's subjects [2897].

2891. [p. 23.] 4 *May. S. P. to Captain Perriman.*[6]—The marshal of the admiralty hath brought up the vessel that had the fraudulent certificate of her being English-built as high as Deptford, and taken her master into custody. The merchants own her original build to be foreign, but that she hath had so much English work done upon her as that she is reckoned by the commissioners of the customs as English, and so certified to be by Sir John Shaw.[7] As the lords have done so much as is already done in the stopping of her upon the score of her being foreign-built, and undoubtedly the certificate of her being English-built cannot in strictness be justified, the writer prays him to attend them on Saturday morning and bring what proof he can of the truth of the case.

2892. [p. 23.] 4 *May. S. P. to Captain Wyborne.*[8]—At the motion of the lord chancellor[9] and lord privy seal,[10] the king has ordered Sir Robert Robinson,[1] commander of the Assurance, to receive on board him Mr. Killigrew and Mr. Sanders, 'formerly assigned by his Majesty to your ship' as volunteers, 'it being his Majesty's purpose that you shall be charged with no other volunteers during your present voyage' than Mr. Annesley and Mr. Deering.

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[1] See note to No. 2868.

[2] See note to No. 2734.

[3] See note to No. 2387.

[4] Commander of the Greyhound [2898].

[5] See note to No. 2844.

[6] See note to No. 2752.

[7] Collector of the customs for the Port of London [2514].

[8] Captain John Wyborne was commander of the Pearl [2840].

[9] See note to No. 3626.

[10] Arthur Annesley, first Earl of Anglesey. *D. N. B.* ii. 1.

Margin : 'To discharge two of his volunteers to make room for my lord privy seal's son, &c.'

2893. [p. 24.] 6 *May. S. P. to the Commissioners of the Customs.*—'In pursuance of the 6th article of the rules lately established by his Majesty in council touching the passes to be issued in pursuance of the treaties with Argeir, Tunis, and Tripoli, these are to inform you that such a pass is at this day demanded on behalf of the ship called the Parrot, of London, John Baest master, now lying in the Downs bound for the Straits.'

Underwritten : The like for the Amity, of London, Josiah Fidd master, in the Downs; the Dartmouth Merchant, John Roope master, now lying at Dartmouth; the Dorothy, of Weymouth, Hugh Percy master, now lying at Weymouth.

2894. [p. 24.] 6 *May. S. P. to Sir Robert Robinson.*[1]—Sends orders for his falling down to the Long Reach,[2] and so to the Hope.

2895. [p. 24.] 9 *May. S. P. to Edward Seymour,*[3] *Esq.*—'These are by his Majesty's special command, just now given me in the presence of his Royal Highness, to let you know that the officers of the navy having this morning signified to my lords of the admiralty their incapacity to answer a late order of their lordships . . . for their present payment of the value of two months' wages to be advanced to the Speedwell's company, which is going upon the discovery of the North-East Passage, for want of a particular estimate or fund upon which to charge the same and moneys applicable thereto, the providing all which will call for more time than the needful despatching away of the ship will admit, the manning whereof wholly depends upon the encouragement given by this advance, it is his Majesty's desire that you will find some expedient for supplying Captain Wood [2839] with the sum of money needful for this occasion (which by computation will be between 80*l.* and 100*l.*), taking his receipt for the same, his Majesty commanding me to give you his assurance that you shall have a regular discharge for it so soon as the methods of the navy for doing thereof will admit.'

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[1] See note to No. 2872.

[2] Between Erith and Gravesend.

[3] Treasurer of the navy. *D. N. B.* li. 312.

2896. [p. 25.] 9 *May. S. P. to Captain Wyborne*, commander of the Pearl, in the Hope.—Hopes he has received his sailing orders.

2897. [p. 25.] 9 *May. S. P. to Mr. St. Michel*,[1] in the Downs.—The intentions of the lords in the late order about the Holstein's vessel [2890] are that she should be put in the possession of the same persons who had her when she was brought in by Captain Tyte,[2] namely the French, so as to leave their title to her to be argued between them and the Holsteiners as they please [2906]. But for what he proposes of giving her convoy to France, it seems 'a thing very extraordinary and such as can by no means be expected, there seeming to have been too much ground, as well from the complaints made to Captain Tyte by his Majesty's subjects of wrong done them by the French caper that took this vessel, as from the said caper's omitting to strike to his Majesty's flag and deserting his prize when pursued by the Deptford ketch, for Captain Tyte's bringing the said vessel in, and therefore it cannot be thought very hard dealing that the said vessel be discharged by his Majesty in as good condition as she was taken, on which consideration I doubt not but the interested [parties] will be satisfied in her being discharged as my lords have directed, and wait an opportunity of carrying her away without expecting any such interposal of his Majesty between them and the Holsteiners as the granting of convoy will necessarily be interpreted to be.'

Thanks him for what he observes touching Captain Gunman,[3] though the writer believes that what happened arose rather from accident, and possibly of forwardness in Mr. Buchanan [2884] to make use of him, than any inclination of Captain Gunman's to disappoint Captain

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[1] See note to No. 2387.

[2] See note to No. 2844.

[3] Commander of the Anne yacht [2858].

Clements [2898].[1] Moreover the Downs must have been left empty in case the Greyhound on this occasion had been called out of it.

2898. [p. 26.] 9 *May. S. P. to Captain Clements*, commander of the Greyhound, in the Downs.—The intention of the lords in their late order was to place the privateer in his custody in the hands of the French [2897, 2906]. Hopes Captain Gunman's[2] preventing[3] him in the execution of the orders last sent him was rather by chance than any desire of doing him prejudice [2897].

2899. [p. 26.] 10 *May. S. P. to Sir Andrew King*,[4] sub-governor, or in his absence to *Mr. Gabriel Roberts*, deputy-governor of the Royal African Company.—Desires to know whether they accept the Hunter upon the terms proposed [2903].

2900. [p. 27.] 11 *May. S. P. to the Commissioners of the Customs.*—Desires them to survey for passes the Priscilla, of Plymouth, George Matthews master, now at Plymouth; the Hawk, of Dartmouth, Thomas Fowles master, now at Dartmouth; the Alicante Merchant, of Plymouth, Richard Mayne master, now at Plymouth.

2901. [p. 27.] 12 *May. The same to the same.*—Desires them to survey for passes the Olive Branch, of Falmouth, Thomas Dyer master, now at Falmouth; the Unity, of Falmouth, John Chapman master, now at Falmouth.

2902. [p. 27.] 13 *May. S. P. to Sir Andrew King*,[4] sub-governor of the Royal African Company.—Sends him the substance of the obligation to be entered into by the Company about the Hunter [2899] to be passed in form under the seal of the Company [2903].

2903. [p. 28.] 13 *May. Memorandum* of the substance of the obligation to be entered into by the Royal Company of Adventurers trading into Africa touching the ship Hunter [2902]. 'That whereas at the humble request of the said Company his Majesty is pleased to accommodate them with the said ship manned with 70 men (officers included) to be by them employed to the coast of

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[1] Commander of the Greyhound [2898].

[2] Commander of the Anne yacht [2858].

[3] Probably in the sense of 'anticipate.'

[4] See note to No. 2869.

Guinea, upon the particular service of the said Company, with condition that the said Company shall forthwith advance to his Majesty the sum of 320*l.* to be presently disbursed in the fitting forth of the said ship, and at the end of the voyage effectively paid to his Majesty in satisfaction for the victuals, wages, wear and tear of the said ship after the rate of 4*l.* per man a month for the said number of 70 men, or so many (not exceeding that number) as shall be actually entertained by his Majesty on board the said ship, the same to be computed from the day of the date hereof to the day of her being returned into custody and charge of the officers of his Majesty's navy at Woolwich or Deptford within the river of Thames.' The said Company is to declare under seal the acceptance of the ship upon these terms.

2904. [p. 28.] 13 *May. S. P. to the Navy Board.*—Application having been made to his Majesty by a person well recommended by Mr. Southwell[1] to succeed Mr. Penn, lately deceased, as clerk of the check at Kinsale, the writer desires to know whether or no it be their opinion that such an officer be continued there [2919].

2905. [p. 29.] 16 *May. S. P. to Captain Wyborne,*[2] commander of the Pearl, in the Hope.—Will advertise the officers of the navy of the four persons he mentions, which are sent on board him by his Majesty's warrant and are to be borne above his complement. 'As to what you mention concerning your officers, I am sorry in case you have already had sufficient proofs of the misbehaviour of any of them (and particularly in what you mention of their being addicted to drink) you should delay the giving me present notice of it, it being much more for his Majesty's service and suitable to his royal intentions of preserving sobriety on board his ships, and more justifiable to you in case any ill accident should happen for want of it, that the faults of your officers (especially of this kind) should be known now, and persons better qualified put in their rooms, than left to be told hereafter.'

2906. [p. 29.] 16 *May. S. P. to Captain Clements,* commander of the Greyhound, in the Downs.—He is to continue to stop the French privateer till further orders

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[1] *D. N. B.* liii. 300.

[2] See note to No. 2840.

[2897, 2898], and to send up a particular account from the master of the flyboat of the whole matter of fact relating to his being taken by the said privateer, and how far he made known to the said caper his having his Majesty's pass, and the propriety of the ship and goods being English [2923]. Will advise the officers of the navy of his want of stores, who will doubtless take care for his supply, it being very unfit for his ship to be called from her station until some other be in readiness to supply her place, which the writer hopes will shortly be by the coming down of the Assurance.

2907. [p. 30.] 16 *May. S. P. to Captain Jenifer,*[1] of the Saudados,[2] in the Downs.—Has received his of the 13th, and hopes this will find him arrived in the Downs, where he must remain until the arrival of Mr. Sheeres[3] [2915]. If it be intended for him to give convoy to any vessel, he will have notice of it by an order from his Majesty.

2908. [p. 30.] 16 *May. S. P. to Sir John Kempthorne,*[4] at Portsmouth.—Is glad the Norwich is in so good a readiness, to whose company the lords have directed the payment of some of their wages before they go again to sea.

2909. [p. 30.] 18 *May. S. P. to Captain Day,*[5] commander of the Bezan.—To carry Sir Robert Robinson's[6] things into the Hope to the Assurance, and this done to return to his station at Greenwich.

2910. [p. 31.] 18 *May. S. P. to the Commissioners of the Customs,* London [2913].—A pass is desired for the Rebecca, of Plymouth, John Evans master, now in that port bound for the Straits.

2911. [p. 31.] 18 *May. S. P. to Captain Pinn,*[7] commander of the Cleveland yacht, at Greenwich.—To fit himself to attend 'some persons of good quality' down the River.

2912. [p. 31.] 18 *May. S. P. to Captain Hide,*[8] commander of the ship President, merchantman, bound to the

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[1] See ii. 409 *n. supra.*

[2] See ii. 9 *n. supra.*

[3] See note to No. 2724.

[4] See note to No. 2734.

[5] See ii. 21 *n. supra.*

[6] See note to No. 2872.

[7] See No. 2561.

[8] This letter is addressed to 'my respected friend, Captain Hide.'

Indies.—His Majesty has been pleased to command the writer, 'at the instance of this gentlewoman the bearer,' to inquire whether he is at present disposed to take an apprentice, 'as having a gracious intention of putting forth a son of hers at his charge an apprentice to some worthy man like yourself, in order to his being bred to the sea.'

2913. [p. 32.] 19 *May*. *S. P. to the Commissioners of the Customs.*—'In answer to yours of this day, it was from the irregularity of the enclosed certificate (in the method of its procuring) that occasioned you the trouble of mine of the 18th [2910] wherein you may please to observe that I take no notice at all of the said certificate, but barely intimate to you the desire of the merchant in the manner directed me by the late orders of council [2488], according to which alone (as near as I can) I shall govern myself, and not proceed in the present case to the preparing of any pass until a certificate shall come regularly to the lords of the admiralty from your board conformable to the said orders.' Passes are demanded for the two ships undernamed, now at Plymouth, bound for the Straits.

Margin: 'About their certificates coming from outports.'
Underwritten: Salamander, of Plymouth, Samuel Petell master; Pearl, of Plymouth, John Smith master.

2914. [p. 32.] 20 *May*. *S. P. to Captain Jenifer*,[1] commander of the Saudados,[2] in the Downs.—Encloses orders for his taking in some money consigned to Mr. Phineas Bowles, deputy-treasurer to the garrison of Tangier [2915]. It is put up in 3 boxes of 1,000*l.* each and 1,009*l.* 8*s.* 10*d.* in the fourth, the bags all sealed with their contents marked on the outside. He is to sign three receipts, causing the boxes, after his being satisfied therein, to be locked up and nailed with iron squares which the bearer will bring him, taking the key into his own custody, and taking three like receipts from Mr. Bowles on delivery, two of which are to be transmitted to the writer by separate conveyances and the other to be kept in his own hands till his return. As soon as he has done his outward-bound business at Lisbon, he is to proceed with this money and the passengers that shall be on board him to Tangier.

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[1] See ii. 409 *n. supra.*

[2] See ii. 9 *n. supra.*

2915. [p. 33.] 20 *May. The same to the same.*—Sends the king's order for his sailing without staying longer for Mr. Sheeres[1] [2907], his purpose being to follow him to Lisbon in a vessel of his own that is now at Gravesend ready to sail for Tangier so soon as she shall be cleared by the custom-house. He is not to let any expectation of him delay his departure one hour longer, his despatch being of so much moment in reference to the queen's satisfaction [2927], that though the writer is putting on board this morning some money for Tangier upon the Cleveland yacht, he will direct Captain Pinn[2] rather to return back again with it than that he should stay one hour for it [2928].

2916. [p 33.] 20 *May. S. P. to Captain Wyborne,*[3] commander of the Pearl, at Plymouth.—Is sorry he is so ill-manned. Wishes that what he does for remedying it may be done 'so gently as to give no occasion of complaint.' As to Mr. Sanders, the writer refers him to his Majesty's orders in relation to him [2892].

2917. [p. 34.] 20 *May. S. P. to Captain Russell,*[4] Reserve, at Plymouth.—Has received his of the 16th and 18th touching an addition to his number of men, and has acquainted the king; 'But so much his Majesty thinks it of importance to him to have establishments kept to (and particularly that of the numbers of men to be borne on his ships), that he will by no means yield to the breach thereof in the present case, commanding me to let you know that he hath expressly declared in his establishment about volunteers that there shall be no servant allowed to any of them, and that the volunteers themselves be borne as supernumeraries above the complement of the ship, as the midshipmen extraordinary also are to be, saving that they are allowed each of them a servant to be borne also as supernumerary—so that the volunteers ordered on board you by his Majesty being but three, and the midshipmen extraordinary two, with as many servants, and all above the complement of your ship, his Majesty doth not expect that your ship should be at all the less or worse manned by their being on board you.' As to Mr. Clarke's not appearing, 'I enclose the order from his Majesty which you desire for your brother's being entertained as a volunteer in his room.'

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[1] See note to No. 2724.

[2] Commander of the Cleveland yacht [2911].

[3] See note to No. 2840.

[4] Captain Edward Russell, afterwards admiral and Earl of Orford (*D. N. B.* xlix. 429), had formerly commanded the Swallow [2099]. His commission to the Reserve is dated 15 Feb. 1675-6 (i. 401 *supra*).

2918. [p. 34.] 20 *May. S. P. to Colonel Piper*, deputy-governor of Plymouth.—Desires his care of the enclosed letters to the Reserve and Pearl [2917, 2916], now going convoy to Newfoundland, to be delivered as soon as they shall arrive at Plymouth.

2919. [p. 35.] 20 *May. S. P. to the Navy Board.*—Takes theirs of the 12th to be a full answer to his of the 13th [2904], but desires their opinion of Captain John Martin,[1] as well as of Mr. Crispin whom they recommend. Also where the Foresight, now daily expected home from Jamaica, should be brought to be laid up.

2920. [p. 35.] 20 *May. S. P. to Captain Pinn*,[2] commander of the Cleveland yacht, at Greenwich.—To carry the bearer, Alexander Harris, with money to be sent by the Saudados in the Downs [2914, 2915], bringing him back to Greenwich.

2921. [p. 35.] 23 *May. S. P. to the Commissioners of the Customs.*—About a pass for the ship Scanderbeg, of Barnstaple, Robert Fishley master.

2922. [p. 36.] 24 *May. S. P. to Captain Fasby*, commander of the Charles yacht.—To give Mr. Rumbold,[3] together with Mademoiselle Beaufort, with their servants and baggage, passage to Havre de Grâce [2934].

2923. [p. 36.] 24 *May. S. P. to Captain Clements*, of the Greyhound, in the Downs.—'I have received your letter of the 21st, giving me an account of the complaints made to you by many of his Majesty's subjects sailing in foreign-built ships who have passes, and desiring to be discharged out of them. I must confess I can but say I am very well contented with seamen's unwillingness to serve in foreign-built ships, and wish they had always been of that mind; if they had, our own navigation had thriven better and his Majesty lost fewer of his men by their being carried away in foreigners, besides the manifold frauds which have been occasioned by the multiplying of passes grounded thereon; but at the same time cannot but say that I wonder what the ground can be of these complaints of the seamen, who cannot be thought to have been pressed into the service of these foreign vessels, and going voluntarily in ships to which passes have been granted, their masters seem to have much more reason of complaining than they, and in my opinion the masters do more than in strictness could be exacted from them, in giving them any part of their wages. But in this I only give you my private opinion, as having no proper occasion of saying it further than for your direction, who I think are in no degree concerned in the receiving of any such complaints or doing anything upon them, a foreign-built ship being by no means to be interpreted by you as a foreign ship (with reference to the admiral's instructions you mention), while the propriety of such foreign-built vessels is become English, and so declared to be by her having a pass granted her, either from his Majesty, my lords of the admiralty, the commissioners of the customs, or magistrates of the outports.'

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[1] A Captain John Martin had commanded the Hope fireship in 1672 (i. 382 *supra*).

[2] See note to No. 2561.

[3] See *D. N. B.* xlix. 399.

On the arrival of the Assurance in the Downs in a few days he will have opportunity of being called to some place where he may have the recruit of stores he desires. Has communicated to the king and lords the account of the master of the flyboat concerning the French privateer [2906], who have ordered both the commander and vessel into the custody of the marshal of the admiralty [2940]. Desires him to cause such another account as this, or one more perfect, to be signed by the said Mr. Johnson and his company and sworn to before a magistrate, together with a list of the men belonging to the flyboat, distinguishing therein which are English and which are strangers; adding in particular (if he finds it to be truth) that the French privateer tore the letters of naturalisation of the master of the flyboat. As to discharging the flyboat, he shall have orders by the next.

2924. [p. 37.] 24 *May. S. P. to Captain Ashby,*[1] commander of the Rose, in the Downs.—Has received his of the 19th from Plymouth. He is to stay in the Downs until further orders, sending up an account of the condition of his ship and what victuals he has on board.

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[1] See ii. 398 *n. supra.*

2925. [p. 37.] 24 *May. S. P. to Captain Lassells,*[1] commander of the Garland, in the Downs.—Has received his of the 20th from off Harwich. [*The rest as in the preceding letter.*]

2926. [p. 37.] 24 *May. S. P. to the Commissioners of the Customs.*—About a pass for the St. Jacob, of Waterford, Robert Priestley master, now in the Downs.

2927. [p. 38.] 24 *May. S. P. to Mr. Sheeres,*[2] going to Tangier.—Encloses the king's warrant to the commanders of any of his ships for the carrying of his packet from Tangier to Tripoli. Encloses also a letter to Captain Jenifer [2928], who sailed out of the Downs the day before yesterday 'after very severe messages and letters sent him from the queen.'[3] Hopes he will overtake him at Lisbon, or at least at Tangier.

2928. [p. 38.] 24 *May. S. P. to Captain Jenifer,*[4] commander of the Saudados, gone down the River.—Is extremely sorry for the uneasiness he has suffered from his stay in the Downs by the king's orders [2907], but doubts not 'his Majesty will in his justice interest himself so as to remove all dissatisfaction that may remain in her Majesty[3] towards you [2927, 2947] before you return home.' Is very sorry Mr. Sheeres[5] missed his passage with him, but the despatch of a ship of his own hiring bound with stores and necessaries for the king's service at Tangier is the only cause of it, but she was cleared at the custom-house on Monday, and will be very few days behind him at Lisbon. Thanks for his care in getting the money on board [2914] so that no delay happened to his departure. The king desires that 'instead of that one pipe of the pale wine which you were directed to provide for him, you make it three, the price and charge of which Mr. Chiffinch[6] will be accountable to you for.'

2929. [p. 39.] 24 *May. S. P. to the Navy Board.*—

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[1] See note to No. 2181.

[2] MS. here and elsewhere 'Shere.' See note to No. 2724.

[3] The Saudados was the queen's ship. See ii. 9 *n. supra.*

[4] See ii. 409 *n. supra.*

[5] See note to No. 2724.

[6] MS. 'Chevinch.' On this notorious character see *D. N. B.* x. 238. He was keeper of the king's closet.

Mr. Jonas Shish[1] prays that he may enjoy the use of the small boat that was heretofore ordered for his son, telling the writer that she is of use to his Majesty at Sheerness for turning into the creeks and fetching of reed and broom for the frigates that happen to be trimmed there, and that he will sail her with no more charge than that of two men [2983]. The Deptford ketch is to be laid up.

2930. [p. 39.] 25 *May. S. P. to Captain Lassells,*[2] commander of the Garland, in the Downs.—Is glad of his return after a voyage that has proved much longer than was expected or the service could well have borne [2931, 2942]. Has acquainted the king with the good condition his ship is in, whose pleasure it is that he continue in his old station in the Downs, under the direction of Sir Robert Robinson[3] in the Assurance, and that in order thereto he do demand forthwith a supply of 2 months' from Dover.

2931. [p. 39.] 25 *May. S. P. to Sir Robert Robinson,*[3] on board the Assurance, in the Downs.—Has received his of the 23rd and 24th giving notice of his arrival in the Downs, and of the coming in of Captain Lassells[2] from Malstand[4] [2930]. He will speedily receive orders.

2932. [p. 40.] 26 *May. S. P. to the Commissioners oj the Customs.*—About a pass for the Dove, of Bristol, Giles Tapley master, now at Bristol bound for the Straits.

2933. [p. 40.] 29 *May. S. P. to Mr. St. Michel,*[5] at Deal.—Desires him to deliver the enclosed to the captain of the Foresight[6] as he shall pass through the Downs.

2934. [p. 40.] 29 *May. S. P. to Captain Wright,*[7] commander of the Kitchen yacht.—In case Mr. Rumbold[8] and Mademoiselle Beaufort, whom he will find on board the Charles yacht [2922], shall desire to be received on board his yacht now bound to Dieppe, he is to give them passage; as also Mr. Ducane, merchant.

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[1] Jonas Shish was master-shipwright at Deptford. His sons, John Shish, master-shipwright at Sheerness, and Jonas Shish, junior, are referred to in the State Papers (*Cal. S. P. Dom.* 1673, index). See also index to vol. ii. *supra.*

[2] See note to No. 2181.

[3] See note to No. 2872.

[4] Probably 'Marstrand,' near Gottenburg. The voyage was to Sweden [2942].

[5] See note to No. 2387.

[6] The Foresight was commanded by Captain William Davies [2874].

[7] See ii. 12 *n. supra.*

[8] MS. here 'Rumball.' See *D. N. B.* xlix. 399.

2935. [p. 40.] 31 *May. S. P. to Mr. Pitt*, clerk of the control at Portsmouth.—Shall be very glad of contributing anything in his power towards rendering his long experience in the affairs of the navy beneficial to him; therefore desires a list of the papers he mentions of instructions and transactions which have passed his notice in his former employments.

2936. [p. 41.] 31 *May. S. P. to Mr. John Pepys.*[1]—Desires him to move the Trinity House to appoint an able pilot for the voyage of the Cleveland yacht to Jersey, neither Captain Pinn[2] nor his mate having any knowledge of those parts.

2937. [p. 41.] 31 *May. S. P. to Mr. Harris*, at my lord chancellor's.[3]—Will wait on him to-morrow about the Trinity House business.

2938. [p. 41.] 31 *May. S. P. to the Commissioners of the Customs.*—About a pass for the Jonathan, of Plymouth, John Sanders master, now in that port bound for Newfoundland and the Straits.

2939. [p. 41.] 31 *May. S. P. to Sir Robert Robinson,*[4] commander of the Assurance, Downs.—Thanks for his papers and draught about Newfoundland. Thanks him also for his advertisement of what passed between the Drake and the Dutch East Indiaman; and agrees with what he observes about the loss of time which may be occasioned by his Majesty's orders being not sent from shore so soon as the ships are in sight. The Greyhound is to come up to Deptford to refit [2940], and the Drake [2941] and Rose [2944] to Sheerness. The two former will be with him again in a few days, but his Majesty hath not yet declared whether the Rose shall be refitted or laid up.

2940. [p. 42.] 31 *May. S. P. to Captain Clements*, commander of the Greyhound, in the Downs.—The marshal of the admiralty is gone down in the Richmond yacht to bring the French privateer up into the River [2923]. One of the merchants concerned in the flyboat which was taken by her will send for two or three of her company up hither to give their testimony in the admiralty court relating to what passed between the privateer and her, the judge of the admiralty declaring their personal testimony in court to be indispensable in the case [2961]. Encloses orders for his coming up to Deptford to refit, but as the merchants have made no application he cannot have the orders he desires for bringing up the silver which is come home in the Rose and Drake.

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[1] See note to No. 2857.

[2] See No. 2561.

[3] See note to No 2892.

[4] See note to No. 2872.

2941. [p. 42.] 31 *May. S. P. to Captain Stepney*, commander of the Drake, in the Downs.—Encloses orders for his coming up to Sheerness to be refitted. Desires an account of the dispute he had with the Dutch East Indiaman concerning striking in his passage from Plymouth [2939]; and he is to send up his journal of his late voyage according to the lord admiral's instructions.

2942. [p. 43.] 31 *May. S. P. to Captain Lassells*,[1] commander of the Garland, in the Downs.—The king will not impute the length of his late voyage [2930] to any delay of his for such time as he stayed by orders from the King of Sweden, but the writer desires copies of those orders, and also a copy of his journal for the voyage.

2943. [p. 43.] 31 *May. S. P. to the Commander of the Hunter*,[2] at Sheerness.—Desires an account of the forwardness of his ship in her fitting for her voyage to Guinea.

2944. [p. 43.] 31 *May. S. P. to Captain Ashby*,[3] commander of the Rose, in the Downs.—Sends him orders to come to Sheerness. The lords expect his journal of his late voyage.

2945. [p. 43.] 31 *May. S. P. to Mr. St. Michel*,[4] at Deal.—Thanks him for his favour to Mr. Sheeres.[5]

2946. [p. 44.] 31 *May. S. P. to the Navy Board.*—The Norwich is ready for sea, except that she is not paid, which they should hasten. The Drake [2941], Greyhound [2940], and Hunter [2943] are to be fitted with all despatch, but his Majesty has not determined whether the Rose [2944] shall stay abroad or no. The king and lords have resolved to accommodate the Guinea Company with the use of a sloop [2975]; desires them to consider which may be fitted for accompanying the Hunter to Guinea with least charge of ready money, noting what sum it will call for [2962], and what the lowest number of men is which they will think safe to be ventured on such a voyage with, the Company proposing to man the said sloop out of the Hunter's complement of 70.

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[1] See note to No. 2181.

[2] Captain Richard Dickenson [2958].

[3] See ii. 398 *n. supra.*

[4] See note to No. 2387.

[5] See note to No. 2724.

2947. [p. 44.] 1 *June. S. P. to Captain Jenifer*,[1] of the Saudados, at Plymouth.—Has let his Majesty understand the industry he has used in overtaking at Plymouth the merchant ships gone so many days before him from the Downs, in order to his doing him right therein to the queen [2927, 2928]. Observes the reasonable use he made of his putting into Plymouth in taking in a supply of victuals.

2948. [p. 45.] 1 *June. S. P. to Captain Coleman*, collector of the customs at Plymouth.—Directs him to stop the vessel that had the false passes.

2949. [p. 45.] 1 *June. S. P. to the Commissioners of the Customs.*—About a pass for the St. George, of London, George Edgers master, now at Harwich bound for the Straits.

2950. [p. 45.] 2 *June. S. P. to Mr. St. Michel*,[2] at Deal.—'This comes upon occasion of Sir Robert Robinson's [3] taking notice lately to me of the liberty taken by all ships coming into the Downs of wearing pennants, so as to render him undistinguishable in his command there from any other man-of-war, and it is to inquire of you how far the late establishment hath been conformed to, by which the officers of the navy were directed to provide a red pennant of larger size than ordinary to be worn constantly by the ship that commands in chief in the Downs as a mark of distinction, with direction that as the said vessel so commanding in chief shall be altered, the said pennant shall be accordingly shifted from ship to ship, and when no ship shall be commissioned to command in chief there, the pennant to be lodged on shore in your hands, to be safely kept and delivered by you to the next who shall succeed to the said command: the seeing of which rule strictly complied with being made your task, I am to desire that you will carefully for the time to come cause the same to be done. . . .'

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[1] See ii. 409 *n. supra.*

[2] See note to No. 2387.

[3] See note to No. 2872.

2951. [p. 46.] 2 *June. S. P. to Sir Robert Robinson,*[1] commander-in-chief in the Downs.—Thanks for his information of 1 June touching the hoy and the caper; he is to continue his stop upon the latter. The king's orders being lately sent him for commanding in chief in the Downs, he will have it in his power upon any occasions of this nature to employ the king's ships in looking out for privateers and others who have committed any violence upon any of his Majesty's subjects, and finding them to bring them in, upon good evidence first given him of the truth of the complaint. 'As to what concerns other ships pressing to wear pennants, I am to note to you that his Majesty's last orders authorised you to wear the pennant of distinction which was some time since established upon occasion of the like complaint, the wearing which pennant I fear hath been for some time neglected, but the king's said orders will remedy it by your calling for it from his agent at Deal [2950] and putting it up according to the establishment, . . . which will abundantly I hope distinguish you, as well from all his Majesty's subjects who shall happen to have pennants abroad (as being not yet publicly forbid it) as from foreign men-of-war who, upon a debate some time since had on that particular subject, are by his Majesty declared to be at liberty to wear pennants if they think fit, and are not to be interrupted therein. . . .'

2952. [p. 47.] 2 *June. S. P. to Captain Lassells,*[2] commander of the Garland, Downs.—Has received his of 31 May giving an account of his taking on board his provisions, 'wherein if you have yielded to accept of any whose goodness is not such as his Majesty's contract requires, or may be convenient for the health of yourself and company, both his Majesty and you may suffer by it without any thanks given you for the wrong you take upon yourself therein, though the end of your doing it (I mean despatch) be in itself very laudable.'

2953. [p. 47.] 2 *June. S. P. to Captain Dickenson,*[3] Hunter, Sheerness.—Presses him to hasten the despatch of his ship; and then he may come to town for a few days.

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[1] See note to No. 2872.

[2] See note to No. 2181.

[3] See ii. 367 *n. supra.*

2954. [p. 47.] 3 *June. S. P. to Captain Wyborne,*[1] Pearl, at Plymouth.—Wishes him a good voyage.

2955. [p. 47.] 3 *June. S. P. to the Commander of the Reserve,*[2] at Plymouth.—Wishes him seasonable weather for his voyage, hoping that he met at Plymouth the king's warrant for the bearing of Mr. Russell,[3] his brother, as a volunteer [2917].

2956. [p. 48.] 3 *June. S. P. to the Commissioners of the Customs.*—About passes for the Katharine, of Poole, William Cartridge master, at Poole; the Dorothy, of Poole, William Weston master, at Poole; the Young Man's Endeavour, of Plymouth, Richard Tooker [master], at Plymouth; the Robert, of Plymouth, Richard Cooke [master], at Plymouth; and the Sarah, Hawk, and Mary, of Dartmouth, now in that port.

2957. [p. 48.] 5 *June. The same to the same.*—About passes for the Endeavour, of Poole, William Lacy master, and the James, of Poole, Walter White master: now at Poole.

2958. [p. 48.] 5 *June. S. P. to Captain Dickenson,*[4] Hunter, at Sheerness.—Leave to come to town for a few days.

2959. [p. 48.] 5 *June. S. P. to the Commissioners of the Customs.*—About a pass for the Sarum Merchant, of Poole, William Dolbury master, now at Poole bound for the Straits.

2960. [p. 48.] 7 *June. The same to the same.*—About a pass for the Hopewell, of Dartmouth, George Luscombe master, now in that port bound for the Straits.

2961. [p. 49.] 7 *June. S. P. to Sir Robert Robinson,*[5] Downs.—The Prosperous, of London, need no longer be stopped, her company having given their evidence in the admiralty court [2940, 2963, 3035].

2962. [p. 49.] 7 *June. S. P. to the Navy Board.*—The Royal Company [2903] design to keep the Hunter upon the coast of Guinea until April next, from which time her setting out back from thence is to be computed. The lords refer to their board the calculating and giving order for what quantity of provisions they shall judge needful, with respect had to such a proportion thereof as may be lessened by her company's being put to short allowance As to the sloop [2946], both the fitting and keeping her abroad being reported by their board as matters of more charge than was originally expected, some answer must be received from the Company before the lords' directions can be transmitted to them.

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[1] See note to No. 2840.

[2] Captain Russell.

[3] See note to No. 2917.

[4] See ii. 367 *n. supra.*

[5] Commander of the Assurance and commander-in-chief in the Downs [2951]. See note to No. 2872.

2963. [p 50.] 7 *June. S. P. to Dr. Lloyd,*[1] surrogate to the judge of the admiralty.—For the satisfaction of the lords, and particularly Mr. Secretary Coventry[2] (to whom application hath been made by a foreign minister on behalf of the privateer), the writer desires copies of the examinations [2940, 2961].

2964. [p. 48.[3]] 8 *June. S. P. to the Commissioners of the Customs.*—About a pass for the Hope, of Lyme, Thomas Gill master, now at Lyme, and the Anne, of Lyme, John Davy master, now at Lyme.

2965. [p. 48.[3]] 8 *June. The same to the same.*—About a pass for the Edward and Grace, of London, William East master, now in the Downs bound for the Straits.

2966. [p. 50.] 8 *June. S. P. to Mr. Buckworth,*[4] a merchant.—Thanks him and Mr. Griffith for their advices of 'the practices still on foot' of 'applying passes granted for the benefit only of his Majesty's own subjects to the colouring[5] of foreign ships and goods.' Requests him to obtain from his correspondent at Livorne the name of the ship and master, together with the name of 'the English house by which she is fathered,' with 'the like of the other ship foreign-built and of foreign propriety pretending for Smyrna and expecting a passport from hence'; these circumstances being necessary for 'the thorough detecting of the said frauds and convicting the persons interested therein.' The matter is 'of so much importance to us all to have thoroughly prosecuted,' and this will 'conduce more towards the remedying of this evil than all the rules that any invention can make will ever obtain, till confirmed by severity upon the breachers thereof.'

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[1] See ii. 306 *n. supra.*

[2] *D. N. B.* xii. 357.

[3] Out of order in the MS.

[4] See ii. 180 *n. supra.*

[5] See note to No. 2162.

2967. [p. 51.] 12 *June. S. P. to Captain Lovell,*[1] commander of the Katherine yacht.—Desires him to put his yacht in readiness to attend the king down the River on Wednesday morning next.

Underwritten: The like to Captain Day,[2] present commander of the Merlin; Captain Gunman, of the Anne; Captain Wright,[3] of the Kitchen; Captain Tyte,[4] of the Richmond; Captain Day[2] or chief mate on board the Bezan.

2968. [p. 51.] 12 *June. S. P. to the Commissioners of the Customs.*—About a pass for the Friend, of London, Richard Mathew master, now at Plymouth.

2969. [p. 52.[5]] 12 *June.* 'At ½ past 8 morn.' *S. P. to Sir Thomas Chicheley.*[6]—Has just now received his Majesty's commands for the immediate giving notice to all the yachts in the River to fall down this very next tide to Gravesend, there to attend his coming and wait on him down to Sheerness [2972, 2978]. His yacht, the old Katherine,[7] is ordered to attend Prince Rupert down the River [2970].

2970. [p. 51.] 13 *June.* 'Past 8 in the morn.' *S. P. to the several commanders of these his Majesty's yachts:*[8] Anne, Katherine, Merlin (or in his absence Captain Day,[2] commander of the Bezan), Kitchen, Richmond, as also to the commander of the old Katherine yacht[7] appointed to attend Prince Rupert [2969].—They are to fall down this next tide to Gravesend.

2971. [p. 52.] 13 *June. S. P. to the Commissioners of the Customs.*—About passes for the Rachel, of Southampton, Edward Petty[9] master, now at Southampton; the Katharine, of Southampton, William Burwood master, now in that port.

Margin: 'About passes for ships in outports.'

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[1] Charnock, *Biog. Nav.* i. 347.

[2] Captain Richard Day was commander of the Bezan yacht (i. 344 *supra*). His appointment to the Merlin was during the absence of her commander, Captain Jacob Baker [2970, 2987].

[3] See ii. 12 *n. supra.*

[4] See note to No. 2844.

[5] Out of order in the MS.

[6] Master-general of the ordnance. *D. N. B.* x. 231.

[7] See No. 1954 *supra.* This yacht was usually assigned to the service of the ordnance [2980].

[8] See No. 2967.

[9] MS. 'Pelley.'

2972. [p. 52.] 13 *June. S. P. to the Navy Board.*—His Majesty expecting the launching of the Defiance[1] on Friday, 'will set forth hence with his yachts [2967] on Thursday towards Chatham, that he may be there at the launching.'

2973. [p. 52.] 13 *June. S. P. to Captain Stepney*, Drake, at Sheerness.—Leave to come to town.

2974. [p. 53.] 13 *June. S. P. to Captain Clements*, Greyhound, at Deptford.—His ship being 'every hour wanted in the Downs for the suppressing the privateers, concerning whom complaints daily come of violences offered to his Majesty's subjects,' the king and lords press him with all earnestness to despatch in getting his ship refitted for sea.

Underwritten: The like to Captain Ashby,[2] of the Rose, and Captain Stepney, of the Drake, both at Sheerness.

2975. [p. 53.] 13 *June. S. P. to the Navy Board.*—Desires them to hasten the refitting of the Greyhound, Rose, and Drake [2974]. There will be now no occasion for fitting out a sloop for Guinea, the Company having altered their mind [2946]. His Majesty's ships in the Straits being now on their way homewards, the writer desires their advice at which yards they shall be laid up.

2976. [p. 54.] 13 *June. S. P. to Sir Robert Robinson*,[3] Downs.—Doubts not but he has received the king's orders of the 7th touching his taking care for suppressing the privateers: presses him most earnestly to do all he can towards it. Cannot advise him to discharge the Englishmen who desire to be discharged out of the merchantman he mentions, for though the ship be not an English ship, yet the propriety appears to be English from the pass that was formerly granted her, so she calls for the same protection that an English-built ship doth, and her men are as much obliged to do their duty therein. Will send him the Bezan as soon as the king comes back [2972, 2995].

2977. [p. 55.] 13 *June. S. P. to the Navy Board.*—They are to give Mr. Boatman such a view (in the presence of some of their own number) of the books of the St. George [1528] remaining in the ticket-office, as may inform him in anything relating to the business of clothes, for enabling him and others to justify the matters by them charged upon Major Beckford[1] before the barons of the exchequer 'without exposing his Majesty to any inconvenience from the said Boatman's perusal of any other parts of the said books than what particularly relates to the business of clothes, and the slopseller's concernment therein.'

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[1] The Defiance was a 3rd-rate of 890 tons burden and 64 guns, built at Chatham by Mr. Phineas Pett. Pepys's *Register* gives her date wrongly as 1675 (i. 268 *supra*).

[2] See ii. 398 *n. supra.*

[3] See note to No. 2961.

2978. [p. 55.] 14 *June. S. P. to Sir Richard Beach*,[2] at Chatham.—The king 'purposeth to set forth hence for Gravesend to-morrow morning early, there to embark on one of his yachts to spend the time about Sheerness for that day, and so up to Chatham on Friday' to the launch [2972].

2979. [p. 56.] 14 *June. S. P. to the Commissioners of the Customs.*—About a pass for the Success, of London, John Harwood master, now lying in the Downs bound for the Straits.

Margin: 'Letters about passes for ships in outports.' This is the usual marginal description of these letters.

2980. [p. 56.] 14 *June. S. P. to Captain Baker*,[3] *or in absence, Captain Day*,[3] commanding the Merlin yacht at Gravesend.—As the yacht belonging to the office of the ordnance is appointed for the service of Prince Rupert in his present attendance upon his Majesty to Chatham [2972], and as Colonel Legge[4] is charged with a particular service in his intended passage down the River in company with his Majesty, he is to receive Colonel Legge on board him and follow his directions.

2981. [p. 56.] 14 *June. S. P. to Sir Robert Robinson*,[5] Downs.—Prays him to continue his care concerning privateers, 'taking notice that caution hath for a great while been thought necessary to be used in the giving of convoy for the transporting of horses, so that it hath not been done that I remember upon any occasion without his Majesty's special order in writing, for preventing the misapplying the same to the transporting of horses for the use of the armies abroad.' Thanks for his advice of the departure of the ships to the southward, and particularly Mr. Sheeres[1] [2928].

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[1] See note to No. 2264.

[2] Resident commissioner of the navy at Chatham [2756].

[3] See note to No. 2967.

[4] Probably George Legge, afterwards Lord Dartmouth. See *D. N. B.* xxxii. 408.

[5] See note to No. 2961.

2982. [p. 57.] 15 *June. S. P. to Sir John Kempthorne*,[2] at Portsmouth.—The king and his Royal Highness are gone this morning towards Chatham in their yachts to be present at the launching of the Defiance[3] to-morrow.

2983. [p. 57.] 15 *June. S. P. to Mr. Shish*,[4] master-shipwright at Sheerness.—The lords 'do expect that no new works be done more than strictly is necessary' for enabling the Hunter to go to sea, 'matters of beauty and convenience' being to remain the same as now. Prays him to make despatch in the fitting of the ships with him, and particularly the Rose and Drake, whose service is very much wanted in the Downs [2974]. The lords have granted his desire for the boat to attend him [2929], for which orders will be sent to the navy office.

2984. [p. 56.[5]] 16 *June. S. P. to the Commissioners of the Customs.*—About a pass for the Advice, of Yarmouth, William Spooner master, at Yarmouth.

2985. [p. 57.] 21 *June. The same to the same.*—About a pass for the Continuance of Yarmouth, John Francklyn master, now at Yarmouth.

2986. [p. 57.] 22 *June. The same to the same.*—About a pass for the Hopewell, John Pearce[6] master, at Plymouth.

2987. [p. 58.] 23 *June. S. P. to Captain Day*,[7] commander of the Bezan.—Being himself bound with the Merlin to Dieppe (in the absence of Captain Baker[7]), he is to give order that the Bezan is to carry and wait upon Mr. Webb as low as the Isle of Sheppey, to get fowl for the king.

Postscript.—Mr. Webb and his company [2988] are to be victualled by the yacht.

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[1] See note to No. 2724.

[2] See note to No. 2734.

[3] See note to No. 2972.

[4] See ii. 339 *n. supra.*

[5] Out of order in the MS.

[6] MS. 'Pease.'

[7] See note to No. 2967.

2988. [p. 58.] 23 *June. S. P. to Captain Tinker,*[1] master attendant at Deptford.—Desires him to furnish a boat and four men to go down the River with Mr. Webb [2987].

2989. [p. 59.] 23 *June. S. P. to Captain Day,*[2] at present commanding the Merlin yacht [2987].—Desires him to receive on board him and carefully keep such portmanteaus[3] as shall be brought him by the bearer.

2990. [p. 59.] 23 *June. S. P. to Captain Tyte,*[4] commander of the Richmond yacht, at Deptford.—Directs him to carry Mr. Robert Maddockes,[5] paymaster of the navy, down the River as he shall direct, returning with him up to Deptford.

2991. [p. 59.] 24 *June. S. P. to Captain Day,*[2] commanding the Merlin yacht [2987].—It is the king's pleasure that he give Monsieur le Chevalier de Lardeneire[6] passage to Dieppe.

2992. [p. 59.] 24 *June. S. P. to Mr. Shish,*[7] master-shipwright at Sheerness.—Thanks for his account of his proceedings in fitting the three ships; presses him to hasten their despatch all that may be.

2993. [p. 60.] 24 *June. S. P. to Mr. Stevens,* cashier of the navy.—Acquaints him (in the absence of Mr. Speaker[8]) that the Foresight is returned from Jamaica and on her way between Plymouth and the Downs to be laid up at Sheerness, in order to his soliciting the lord treasurer[9] for money for her.

2994. [p. 60.] 24 *June. S. P. to Captain Dickenson,*[10] commander of the Hunter, at Sheerness.—Sends him a copy of a complaint made against him by his boatswain, in order to his giving such answer thereto as may be satisfactory to the lords, 'who, though they will above all things labour to preserve the obedience due from inferior officers to superior, yet do think it their parts also to preserve that other part of the discipline of the navy which lies in the seeing right done to inferiors upon any just complaints brought against their superiors . . .' [3026].

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[1] Captain John Tinker (*Cal. S. P. Dom.* 1672–3, p. 284). A Captain Tinker, whose Christian name was also John, appears as commanding the St. Andrew in 1670 (i. 414 *supra*). See also No. 1673 *supra.*

[2] See note to No. 2967.

[3] *Text*, 'portmantues'; *Margin*, 'portmantles.'

[4] See note to No. 2844.

[5] Calendared in the State Papers as 'Richard' Maddocks (*Cal. S. P. Dom.* 1672–3, index), but in another volume 'Robert' is correctly given (*Cal. S. P. Dom.* 1671–2, p. 90). See also ii. 263 *n. supra.*

[6] Possibly Monsieur John Lanier (or Laniere), lieutenant-colonel of the Duke of Monmouth's regiment of horse in the French service (*Cal. S. P. Dom.* 1673–5, pp. 382, 393, and 1675–6, p. 59). See *D. N. B.* xxxii. 134.

[7] See ii. 339 *n. supra.*

[8] See ii. 49 *n. supra.*

[9] The Earl of Danby.

[10] See ii. 367 *n. supra.*

2995. [p. 61.] 24 *June. S. P. to Sir Robert Robinson,*[1] in the Downs.—The writer's attendance on the king at Chatham [2982], and his long stay there upon occasions of the Chest, have prevented his answering his letters of the 15th, 17th, 18th, and 21st. He is still to detain the two privateer vessels he has with him in the Downs until further order. He shall have directions about his going out himself 'to meet with those privateers of Dunkirk' who are said to 'threaten their looking out together for the Garland.'[2] 'I am very glad at what you say touching the number of the complaints growing less than they have been touching the outrages committed by the privateers, and I hope the course his Majesty and my lords of the admiralty are taking will put a full end to it; but in order to the doing all that is in your power towards it, pray let me desire you to remember to give me from time to time an account of any complaints that shall come to your notice from any of the king's subjects injured by any privateers,' and a description of the vessels, that they may be published 'so as that they may be known and laid hold on as often as they shall come into any of his Majesty's ports.' The work he designed for the Bezan will be done more to his satisfaction by the Greyhound [2976].

2996. [p. 62.] 24 *June. S. P. to Sir Robert Southwell.*[3] —'. . . I shall not fail to make the most effectual use I can of the list you have already, and what more particulars you may hereafter give me of the complaints against privateers, taking leave to observe to you that if you can add to the names of the commanders the names of the privateer vessels also, and the places of abode of the complainers, it will be very needful that I have them from you for the enabling me as well to give the better information thereof to the commander-in-chief in the Downs [2995], and officers in other ports where any privateers may be put or brought in, as to the easing you of the trouble of advertising the complainers of the coming or bringing in such privateers; which (as an instance) I am forced to offer you in the case of the ship Christiana, of Kirkcaldy,[1] to whom I should otherwise give advice that a privateer is brought into the River under the name of the Revenge (one Metefoux, commander), upon view of whose commission I find it to have been originally granted to one Brison[2] (the person complained of for the injury done to the said Christiana), and made over since the date of that injury to this Metefoux; so as probably the vessel is the same though the captain be changed that did the wrong, and the complainants may have right of her though not of him if you think fit to communicate to them the seizure of the vessel and that she now lies in the river of Thames, a trouble which I shall very willingly ease you of for the future, and by keeping constant registers both of the privateers complained of and such as shall be brought in, make myself accountable for the giving due and timely notice to the parties aggrieved[3] whenever I find a privateer in our possession of whom any complaints shall appear.'

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[1] See note to No. 2961.

[2] Presumably with the intention of combining to attack her.

[3] See ii. 63 *n. supra.*

2997. [p. 63.] 26 *June. S. P. to Captain Killigrew*,[4] of the Henrietta, in the Downs.—He is to carry his ship to Portsmouth to be paid off.

Underwritten: 'The like to Captain Griffith,[5] of the Diamond, to come to Woolwich.'

2998. [p. 63.] 26 *June. S. P. to Mr. St. Michel*,[6] at Deal.—Desires him to take care of two letters [2997].

2999. [p. 63.] 26 *June. S. P. to Commissioner Beach*,[7] at Chatham.—The king has given leave to Captain Turner, gunner of the St. George, to continue in town till Wednesday, he 'undertaking that his duty should continue to be performed in his absence by one of the officers of the ships at Chatham, in the same manner as he had undertaken before to yourself.'

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[1] MS. 'Kilcardy.'

[2] MS. 'Brisson,' but see note to No. 3148.

[3] MS. 'agreed.'

[4] *D. N. B.* xxxi. 109.

[5] See ii. 340 *n. supra.*

[6] See note to No. 2387.

[7] Sir Richard Beach was resident commissioner of the navy at Chatham [2756].

3000. [p. 64.] 27 *June. S. P. to Sir Thomas Allin*, knight and baronet.[1]—'. . . These are to give you to understand that having a court held yesterday at Trinity House in order to the receiving from Captain Nicholls and the rest of the Brethren who lately attended you at Lowestoft[2] their report touching the condition of our lights there, and the removing one or both of them from the places where they now stand, I was very much surprised to find so great a disagreement of opinion therein as appeared between Captain Crisp and the rest of the Brethren, the latter agreeing unanimously and signing to the report, . . . which they allege to be what you and they, together with Captain Crisp, did determine upon, whilst on the other hand Captain Crisp alone denies the same, and proposes the setting of the candle-light upon the same ground, at a convenient distance, on which the fire-light is to be placed, which the rest of the gentlemen seem ready to allow to be the much more advisable way of placing them were it possible to be put in practice, but do deny that that can be done without setting of them so that one of the lights will be shut in by the town. I am very conscious of my being unfit to give you any perfect account of the matter in dispute between them, and therefore did in court desire Captain Crisp in behalf of himself and Captain Till in behalf of the rest to do it themselves by this night's post, which I hope you will have from them; the principal end of my troubling you being to recommend to you the consideration of how much moment it is to the honour of our Brotherhood that what is to be done herein be done so as may be most beneficial to navigation, and so judged by those without-doors who are to pay for it, and ought therefore to be satisfied in it, and this, too, at a time when so many are striving whose interest it is to censure and deny what we do, in order to the advancing the credit of their own proposals.' Desires him therefore to consider over again the business of those lights, advising with such masters of ships and others as he shall have near him.

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[1] Sir Thomas Allin was comptroller of the navy. See *D. N. B.* i. 332, where, however, his baronetcy is not mentioned. The date of the creation is 29 Nov. 1672 (*Cal. S. P. Dom.* 1672–3, p. 219).

[2] MS. 'Lestoffe.'

3001. [p. 65.] 27 *June. S. P. to the Commissioners of the Customs.*—About a pass for the Nevis Merchant, of Bristol, William Davis master, now at Bristol bound for the Straits.

Underwritten: The like for the St. George, of London, George Moon master, in the Downs; the Speedwell, of London, Laurence Franck[l]in master, in the Downs; the Exeter Merchant, of Exeter,[1] Derby Hickey master, at Exeter.

3002. [p. 65.] 27 *June. S. P. to Mr. Daniell,* storekeeper at Sheerness.—The lords having by his Majesty's command directed the bearer, the marshal of the admiralty, to take into his custody the sails of the several Swedes' ships now lying at Sheerness, for preventing their departure thence, he is ordered to take care of the said sails, the marshal being permitted either to keep the key of the place where they shall be put, or to deliver them to him by inventory in writing, to be returned to him by the same inventory when he shall demand them.

3003. [p. 65.] 27 *June. S. P. to Mr. Stevens,* cashier of the navy.—Acquaints him (in the absence of Mr. Speaker[2]) that the Henrietta and Diamond are returned from the Straits and on their way between Plymouth and the Downs, that he may move the lord treasurer for money to pay them [2997].

3004. [p. 66.] 27 *June. S. P. to the Navy Board.*—Has received advice of the Adventure and the Lark 'leaving their station and work at Sallee at this the most proper time for doing service there, to go to Livorne for supplies of victuals, none being to be had at Tangier; Sir Richard Rooth[3] adding in the case of the former that her leakiness also drives him thither,' though he had at no time intimated her being in such a condition as he would now have her thought to be, Lord Inchiquin[4] (who is now newly come over) telling the king yesterday in the writer's hearing that if she had not gone to Livorne to have her leaks stopped she must certainly have foundered in the sea. Entreats them seriously to consider how far this in the case of either of these ships may be thought true, the writer apprehending 'that the whole ariseth from no other than a small occasion, improved to the justifying their departure from the king's work to look after their own—a practice which, after all my endeavours with his Majesty and my lords of the admiralty of breaking, I shall never hope to see done so long as they have this pretence to lay hold on of want of supplies at Tangier and the necessity consequently of going further off for them. . . .'

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[1] MS. 'London,' but this seems to be by a confusion with another vessel of the same name. See Nos. 3175 and 3861.

[2] See ii. 49 *n. supra.*

[3] See note to No. 3305.

[4] See note to No. 3238.

3005. [p. 66.] 27 *June. Certificate from S. P.* that Captain Tyte,[1] commander of the Richmond yacht, did supply the king 'with a butt of his yacht's cask for the bringing up some salt water to Whitehall, to be by his Majesty's order employed upon an experiment of extracting fresh water out of salt.'

3006. [p. 67.] 27 *June. S. P. to the Navy Board.*—The Foresight and Diamond being now returned, they are to consider whether either of them may be fitted for a voyage to Virginia with a less charge than a ship of that rate fitted on purpose [3010]; and failing this, which of the 4th rates mentioned in the margin, shortly expected home through the close of the war with Tripoli [3033].

Margin: Bristol, Yarmouth, Swallow, Assistance, Dragon, Portsmouth.

3007. [p. 67.] 27 *June. S. P. to Captain Davies,*[2] commander of the Foresight, at Sheerness.—Is glad of his safe arrival from Jamaica. The officers of the navy will take care for the speedy sending down of money to pay his ship off. Desires an account of her present condition as to her hull, and how far reports have been true of disagreements at Jamaica between the governor and himself [3024]. He is to hasten up his journal for the lords.

3008. [p. 68.] 27 *June. S. P. to Mr. Bedford,* registrar of the high court of admiralty.—The men now in the custody of the marshal of the admiralty, who stole Prince Rupert's barge and robbed Mr. Smith and his family at Canvey Island, are left by the king and lords to be prosecuted in Essex. The king and lords agree with what he advised that the session of the admiralty for trying Metefoux and the rest now in custody for the wrongs done to the Prosperous, of London [2996], might be about a fortnight hence.

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[1] See note to No. 2844.

[2] See ii. 399 *n. supra*, and note to No. 2561.

3009. [p. 68.] 27 *June. S. P. to Sir Robert Robinson*,[1] in the Downs.—Hopes he has received the letter sent from the lords, 'wherein you will find full answer to the whole business of the privateers now before us, adding only in reference to the two vessels last brought in (the dogger and sloop of Ostend), concerning which amongst other arguments for their being privateers you make use of that of their orders being written in French while the vessels seem to belong to the King of Spain, that you are not to infer anything from thence forasmuch as that is the language most used in all public acts all over Flanders.'

3010. [p. 69.] 30 *June. S. P. to the Navy Board.*—As money is in present readiness, they are at liberty to pay off the Foresight, the service proposed for her being to be answered by another at less charge [3006].

3011. [p. 69.] 30 *June. S. P. to the Commissioners of the Customs.*—About a pass for the Bethesda, of Bristol, Robert Norman master, now at Bristol.

3012. [p. 69.] 1 *July. The same to the same.*—About a pass for the Four Anns, of London, Thomas Scott master, now lying in the Downs bound for Cadiz.

3013. [p. 69.] 1 *July. S. P. to Sir Robert Robinson*,[1] in the Downs.—The king and lords recommend it earnestly to him to continue his industry in suppressing privateers and protecting trade, hoping that by the Greyhound's being now come to him, and the Drake likely very soon to follow, the said privateers will be yet further kept in beyond what he tells the writer they already begin to be. Thanks him for his information concerning the wrongs received by the Edward, of London, at sea, and the right done her in her present discharge by the Governor of Calais upon sight of her pass. Has acquainted the king and lords, who for want of the said informations being signed will be disabled from obtaining any further satisfaction about it than what is to be hoped from his sending out the Greyhound to look for the two vessels that did her this wrong, wherein the lords take notice of his care. 'As to what you write of the desire of your present boatswain in case he at present in the Hunter shall be dismissed, I shall take care yours receive no prejudice by it.'

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[1] See note to No. 2961.

3014. [p. 70.] 1 *July. S. P. to the Navy Board.*—Desires to know if it will be necessary to put other carpenters in the room of those of the Victory, Mountagu, and Ruby suspended upon information of their having embezzled stores [3022]. Sends the lords' warrant for impressing caulkers for the yards at Chatham and Woolwich.

3015. [p. 70.] 1 *July. S. P. to Sir John Kempthorne,*[1] at Portsmouth.—The king gives leave for his coming to town.

Underwritten: The like to Sir Richard Beach [2] at Chatham.

3016. [p. 70.] 1 *July. S. P. to Mr. St. Michel,*[3] at Deal.—Thanks for his of 29 June.

3017. [p. 71.] 3 *July. S. P. to the Navy Board.*—The Henrietta, having missed her orders for stopping at Portsmouth, is come into the Downs, and the captain desires as a matter of particular convenience to himself that she may be brought into the River to be laid up at Chatham or elsewhere here. Desires their opinion whether or no this be a matter of indifference to the king's service [3022].

3018. [p. 71.] 3 *July. S. P. to Captain Tyte.*[4]—The king gives leave for him to attend the Spanish ambassador as high as Bridges, in case he judges the same may be done with safety to his yacht.

3019. [p. 71.] 4 *July. S. P. to Sir Thomas Allin.*[5]—Desires an answer to his former letter about the Lowestoft lights [3000], 'partly that we may the sooner be in condition to deliver in our last report concerning Sir John Clayton's [6] lights we are now designing to set up, [and that they] may be put into a speedy method of execution, whilst by your presence there we may have the benefit of your directing the same, and inspecting the performance. Which trouble our Brotherhood hope you will bear with from them, and in confidence thereof I am in their name to desire that you will in the first place thoroughly inform yourself and us in the title we may and shall have to the ground on which the said lights shall respectively stand. Which I the rather mention from our Brethren's telling me that the lord of the manor is willing to give it cost free. Which, though we are obliged to him for his kindness in, yet if it fall out to be upon a common, I have known in my own case where I have with the lord's leave planted trees for my convenience upon a common, which the commoners have ever been at their pleasure threatening to cut down, and sometimes not spared in the humour to do so. Which I would be glad we should in our case prevent, and the rather because the value of the purchase cannot be great, and we have a power by Act of Parliament [1] to compel any proprietor to part with his ground upon reasonable consideration for this public use.'

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[1] See note to No. 2734.

[2] See note to No. 2978.

[3] See note to No. 2387.

[4] Probably still in command of the Richmond yacht. See note to No. 2844.

[5] See note to No. 3000.

[6] See note to No. 2294.

'Next, I am to entreat that you will do us the kindness to consider on our behalf what may be the most husbandly and effectual method for having the work well done, conferring with some workmen about it, and favouring us as well with the dimensions and design of the houses, as you shall upon advice propose to have them built, as an estimate, as particular and low as may be, of the charge of their building and erecting. For which, as you will be doing a good office, both for the public and us, so, if your health will admit it, it will give you a little action and prevent your growing rusty, which for many good reasons I would have you avoid' [3051].

Postscript.—He is not to wait for the letters from Captain Crisp and Captain Till [3000].

3020. [p. *72*.] 4 *July*. *S. P. to Sir Robert Robinson*,[2] in the Downs.—Sends him open a letter [3021] for him to deliver to the captain of the Garland so soon as he shall come within his reach, that he may be preparing himself with victuals for his voyage to Sweden. Doubts not but that the Drake will be in the Downs to supply his place by the time he is fitted.

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[1] The reference is possibly to 8 Eliz. c. 13, 'An Act touching seamarks and mariners,' which empowered the Trinity House to erect seamarks on the shore, and on uplands near the sea-coasts.

[2] See note to No. 2961.

3021. [p. 73.] 4 *July. S. P. to Captain Lassells*,[1] commander of the Garland, at the Downs.—The king designs him very shortly for another voyage to Gottenburg to transport some things thither that he is to take in at Havre de Grâce.

3022. [p. 73.] 4 *July. S. P. to the Navy Board.*—Will take care that directions be sent to Sir Richard Beach,[2] pursuant to what they offer for appointing some person to watch in the room of the suspended carpenters [3014]. Orders are given, suitable to their advice, for the Henrietta to proceed directly to Portsmouth in case the wind be fair, or otherwise to come to Chatham [3017]. Thanks for theirs about the Adventure [3004].

3023. [p. 73.] 4 *July. S. P. to Mr. St. Michel.*[3]—Thanks for his care in what relates to the writer's cousin Houblon.[4] Has sent orders to Captain Killigrew[5] of the Henrietta [3022].

3024. [p. 74.] 4 *July. S. P. to Captain Davies*,[6] at Sheerness.—Has received his letter and journal. Is glad the reports of differences between Lord Vaughan[7] and himself prove not true [3007].

3025. [p. 74.] 4 *July. S. P. to Mr. Shish*,[8] master-shipwright at Sheerness.—Desires he will continue his care in despatching the ships at Sheerness.

3026. [p. 74.] 4 *July. S. P. to Captain Dickenson*,[9] Hunter, at Sheerness.—The king and lords 'having considered your late report touching your boatswain, and the complaint of the boatswain against you [2994], find reason enough—as well from your said report as the character given of him by your lieutenant, and their observation of his presuming to leave the ship without your leave or knowledge at a time when his attendance was in a special manner requisite'—to order the officers of the navy to suspend him for this voyage, and appoint John Gibbs, his mate, in his room. But they take notice in the meantime 'of one thing only in reference to yourself, which is that the beating of warrant officers, whether in public or private, is a thing which they do not find either the practice or discipline of the navy doth in any wise warrant, or can in any degree either allow or be thought to need, while commanders have in their power other regular ways of punishing them, by bilboes, confinement, or suspension.' Desires him to use all despatch in getting his ship forth.

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[1] See note to No. 2181.

[2] See note to No. 2978.

[3] See note to No. 2387.

[4] Probably Mr. James Houblon [3129]. See note to No. 2498.

[5] *D. N. B.* xxxi. 109.

[6] Commander of the Foresight [3007].

[7] Governor of Jamaica [2878]. *D. N. B.* lviii. 173.

[8] See ii. 339 *n. supra.*

[9] See ii. 367 *n. supra.*

3027. [p. 75.] 5 *July*. *S. P. to Sir Andrew King*,[1] sub-governor, or in his absence to *Mr. Gabriel Roberts*, deputy-governor of the Royal African Company.—The Hunter is now within few days of being ready. Desires them to complete the obligation to be entered into by the Company under seal [2903], and to transmit hither a draught of the instructions they expect to have given to the commander of the said ship.

3028. [p. 75.] 6 *July*. *S. P. to the Commissioners of the Customs*.—About a pass for the Dolphin, of Topsham, Elias Andrews master, in the Downs.

3029. [p. 75.] 6 *July*. *The same to the same*.—About a pass for the James, of Dartmouth, Rupert Harris master, at Dartmouth.

3030. [p. 76.[2]] 6 *July*. *S. P. to Colonel Piper*,[3] at Plymouth.—Desires him to take care of the enclosed letters for Sir John Narbrough[4] and other commanders, now daily expected from the Straits.

3031. [p. 75.] 7 *July*. *S. P. to Captain Booth*,[5] commander of the Eagle, at Sheerness.—The king gives him leave to come to town for 5 or 6 days.

3032. [p. 75.] 8 *July*. *S. P. to the Commissioners of the Customs*.—About passes for the Lion, of Bristol, Walter Davis master, and the News' Adventure, of Bristol, John Lilliwhite master: at Bristol.

3033. [p. 76.] 10 *July*. *S. P. to the Navy Board*.—Desires them to transmit Sir Anthony Deane's[6] statement of 'the expense of the current declaration of victuals at

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[1] See note to No. 2869.

[2] Out of order in the MS.

[3] Deputy-governor of Plymouth [2918].

[4] *D. N. B.* xl. 89.

[5] See note to No. 2693.

[6] On 25 Nov. 1675 Sir Anthony Deane, the famous shipbuilder, had been appointed comptroller of victualling in succession to Sir Jeremy Smyth (i. 41 *supra*). See *D. N. B.* xiv. 251.

Tangier,' that the writer may move the king and lords 'for what supplies shall thereupon be found needful to be made to that place upon account of the navy.' The king designs one of Sir John Narbrough's[1] fleet for Virginia [3006], as what may be done with least charge, besides saving the present issuing of money to pay her off. The writer is commanded to desire them to consider how far these ends may be obtained by employing any of the fourth rates now abroad with him, and which (if any) they think fittest to be assigned to that service [3071].

3034. [p. 76.] 10 *July. S. P. to Sir Richard Beach.*[2]—Application being made to the lords by —— Bedford concerning John Brome, purser of the Ruby, whom he lately arrested by their leave, the writer desires to know what passed in his putting into execution their late orders for returning the said Brome to the officer from whose custody he escaped, and whether he absents himself from the ship or attends his duty there as he ought to do.

3035. [p. 77.] 10 *July. S. P. to Sir Robert Robinson,*[3] in the Downs.—Is commanded to refer to him the examination of 'the enclosed petition of Edward Man and others of the ship's company lately belonging to the Prosperous, of London [3045], which was some time since taken by a French privateer in her return from Rochelle [2923], and retaken and set at liberty by a Zeelander,' with particular reference to these two points: (1) 'How far you can understand to be made out by the said ship's company that the propriety of the said ship is not English but foreign, to the end his Majesty may know how to proceed for satisfaction against those who, upon pretence and seeming proof of her being English propriety, induced his Majesty to grant the pass which was issued to the said vessel from Mr. Secretary Williamson;[4] (2) What you can understand to be the truth of the difference between the master of the said vessel and the petitioners, who would have their departure from their ship to be thought to arise only from their obedience to the king's proclamation (which calls home all his subjects out of foreign service), and that they were voluntarily put on shore with the goodwill of the master; whereas, from the vessel's having his Majesty's pass, and the evidences upon which the same was granted, I have much reason to believe that, if the ship be not English-built, she is a free ship, the propriety in her and her lading English, and her master indenizoned, in which case I cannot think her company concerned in the proclamation, but that they have left her mutinously, and will be found to deserve correction for the same instead of countenance.'

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[1] *D. N. B.* xl. 89.

[2] See note to No. 2978.

[3] See note to No. 2961.

[4] *D. N. B.* lxii. 2.

Encloses the lords' orders about the Ostend sloop [3009] and the Abraham's Offering.

3036. [p. 78.] 10 *July*, '12 at night.' *S. P. to Sir John Narbrough*,[1] sent to Sir Martin Wescombe,[2] at Cadiz.— . . . 'Upon application made late this night from some merchants of good quality to his Majesty, complaining of a rich ship of theirs, the Leopard, English-built, of English propriety (as belonging entirely to your friends the Houblons),[3] and manned wholly with his Majesty's subjects, is carried into Algiers upon no other score than that of her not having a pass, to the manifest violation of the treaty between his Majesty and that people by which her being manned with English expressly exempts her from the necessity of having any passes;[4] upon which his Majesty is pleased so far to take into his present consideration the importance of this their proceeding as, with the advice of his Royal Highness (present at the said merchants' attending on his Majesty), to think it unfit to let go the opportunity of this night's post for the directing you (as you will find by his enclosed orders) to continue with your ships at Cadiz till you shall receive further orders from his Majesty, which you may expect by the next post, in case at your arrival there you shall meet with certain information that the peace is broken by the people of that government, which the richness of the said ship (as being supposed worth in money and other lading about 50,000*l.*) gives us much apprehension they may be tempted to do, unless they shall be prevented therein by your seasonable arrival there.' . . .

Underwritten: Duplicate 14 July to Cadiz.

3037. [p. 79.] 10 *July*. *S. P. to Sir Martin Wescombe*,[2] at Cadiz.—Desires his care of the enclosed [3036] to Sir

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[1] *D. N. B.* xl. 89.

[2] Consul at Cadiz [1553].

[3] See note to No. 2498.

[4] See Introduction, p. xvi, *supra*.

John Narbrough,[1] 'the contents whereof being of extraordinary importance.'

Underwritten: Duplicate 14 and 17 July.

3038. [p. 79.] 11 *July. S. P. to the Commissioners of the Customs.*—About a pass for the Prosperous, of London, Henry Clerke [master], at Portsmouth.

3039. [p. 79.] 12 *July. The same to the same.*—About a pass for the John and Sarah, of London, John Eaton master, in the Downs.

3040. [p. 80.[2]] 12 *July. Certificate from Samuel Pepys*, at the request of Mr. James Thierry, of London, merchant, owner of the Margaret, of London, Witte Lambert master, that on 25 March a pass was granted her by the lords, pursuant to the marine treaty with the States General of the United Provinces.

Underwritten: 'The like, *mutatis mutandis*, dated 2 Sept., for the Peter, of London, Peter Mitchell master, and the Daniel, of London, George Radich master.

3041. [p. 79.] 13 *July. S. P. to Captain Day*,[3] commanding at present the Merlin in the absence of Captain Baker.[3]—He is to carry Monsieur Blanchard[4] and another to Dieppe.

3042. [p. 80.] 14 *July*, '12 at night.' *S. P. to Sir John Narbrough*,[1] at Cadiz.—Sent under cover to Sir Martin Wescombe,[5] at Cadiz. Sends a copy of his last [3036]. The king has been pleased, 'upon debate had thereon with my lords the committee for foreign affairs, to determine upon having satisfaction demanded for the breach which is made by the Algerines[6] of the present treaty of peace between his Majesty and that government [3036], which resolution of his Majesty's you will by this post receive under his Majesty's own hand from Mr. Secretary Coventry.[7] Whereto for your more particular directions I refer you, having nothing to add but that in case you shall find yourself by the said orders, and your not having good intelligence that the said ship Leopard [3036] is discharged, that you are obliged to return to Algiers and there to declare war (which God avert), his Majesty and my lords do depend upon your prudence and care in giving the speediest and most effectual notice thereof you can, as well to foreign ports for the timely information and security of our merchants as hither, in order to the making the same known to his Majesty and his considering what will be fit to be further determined thereon, hoping and desiring that you will at the same time take into your thoughts and give an account hither of all that will be needful for his Majesty to know in relation to the present state of his ships now under your command in the Straits, and what will be needful to be done by supplies of any sorts and otherwise, for the carrying on of the war in case a war must be entered into, which I cannot but repeat my prayer to God Almighty to prevent.'

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[1] *D. N. B.* xl. 89.

[2] Out of order in the MS.

[3] See note to No. 2967.

[4] MS. 'Blankart.'

[5] Consul at Cadiz [1553].

[6] MS. 'Algeriens.'

[7] *D. N. B.* xii. 357.

Underwritten: Duplicate to Cadiz, 17 July.

3043. [p. 81.] 14 *July. S. P. to the Commissioners of the Customs.*—About a pass for the Bristol ketch, of Bristol, Gerard Lane master.

3044. [p. 81.] 15 *July. The same to the same.*—About a pass for —— ketch, —— master.

3045. [p. 81.] 15 *July. S. P. to Sir Robert Robinson,*[1] in the Downs.—The king and lords are very well satisfied with what he has done about the men of the Prosperous [3035], 'who, appearing to have deserted their ship in a mutinous manner, will have no countenance given them here.' Has presented to his Majesty the petition of Jacob van Pembrooke [3057], whose pleasure it is that he forthwith discharge him and his vessel. He is to detain the Englishmen found on board one of the privateers, and any others serving in privateers; the marshal of the admiralty will be sent down to bring them up for trial for the breach of his Majesty's commands by their serving on board foreign ships. Encloses copies of two informations 'brought hither this day by Mr. Thierry concerning two of his ships taken by privateers, whereby you will find that one of the privateers by him complained of (commanded by Aren Johnson) is one of those you mention to have been last brought into the Downs, whom his Majesty and my lords would have you detain until you receive further order concerning her, recommending it also to you to give orders to the frigates you send out to look carefully out for the other privateer that carried his other ship to St. Malo.' Understands from Sheerness that the Rose is ready to sail and will shortly be with him.

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[1] See note to No. 2967.

3046. [p. 82.] 15 *July. S. P. to Captain Lassells,*[1] commander of the Garland, in the Downs.—The officers of the navy are ordered to furnish him from Dover with 3 months' victuals and 'a recruit of boatswain's and carpenter's stores' for his voyage to Gottenburg, for which the lords expect him to use all possible diligence to get his ship in a readiness.

3047. [p. 83.] 15 *July. S. P. to Captain Griffith,*[2] commander of the Diamond.—Desires him to send up his journal of his late voyage.

Underwritten: The like to Captain Killigrew,[3] commander of the Henrietta.

3048. [p. 83.] 15 *July. S. P. to Colonel Piper,*[4] at Plymouth.—Thanks for his news from Virginia.

3049. [p. 83.] 15 *July. S. P. to Mr. Shish,*[5] master-shipwright at Sheerness.—Hopes the Rose is sailed for the Downs, where her service is much wanted.

3050. [p. 83.] 15 *July. S. P. to the Commander of the Hunter,*[6] at Sheerness.—The king assents to his coming to town, but that there may be no loss of time orders are enclosed for his sending the ship away to the Downs by his lieutenant [3074].

3051. [p. 84.] 15 *July. S. P. to Sir Thomas Allin,*[7] at Somerley Hall,[8] near Lowestoft.—The Brethren thoroughly concur in his opinion about the placing of the lights [3019], their fresh inquiries to him being principally for the satisfaction of Captain Crisp [3000], 'who is since dead,' and 'had the misfortune while living to be too often found singular in his judgments different from the sense of the whole board.' 'We do therefore conclude upon having the lights set according to that advice wherewith upon this re-examination you have seen reasonable to agree, but forasmuch as we are very unwilling to determine upon anything hastily touching the shape and principal dimensions of the new lighthouse, with respect either to the efficacy or charge of it, without some further advising with men of skill than we have yet had opportunity to do, we find it necessary for us to delay the giving you any answer to that head of your last letter until the next post . . . adding only in the mean time my desire on behalf of the Corporation[1] that you will be pleased with what speed you may to obtain good information touching the effect and approbation which Sir John Clayton's light[2] does meet with in your parts, and what the method is, good or bad, of demanding or taking of any contribution or profits for use of the said lights, and to represent the same to us in any case wherein the knowledge thereof you shall conceive expedient for us to know—he having in a most indirect and (I think) untrue method taken upon him the liberty of reproaching our Brotherhood here with what we are now doing about our lights at Lowestoft,[3] and this done by petition to the king in council, which has begot an order from the council-table to us for our giving in an answer to the said petition ; towards which if you can furnish us with anything that may be justly urged in exception to his proceeding it may be useful for us to have it' [3080].

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[1] See note to No. 2181.
[2] See ii. 340 *n. supra.*
[3] *D. N. B.* xxxi. 109.
[4] Deputy-governor of Plymouth [2918].
[5] See ii. 339 *n. supra.*
[6] Captain Richard Dickenson [3026].
[7] See note to No. 3000.
[8] Sir Thomas Allin had purchased a country seat at Somerleyton, in the neighbourhood of his native town of Lowestoft (*D. N. B.* i. 332).

3052. [p. 85.] 18 *July. S. P. to Sir Robert Robinson,*[4] commander-in-chief in the Downs.—Sends him a copy of an information brought to the lords concerning injuries done to the John and Sarah, of London, by a Dunkirk man-of-war, and desires him if the former be still in the Downs to make the best enquiry he can among her company 'whether by any marks or names of the vessel, her commander, or any of her officers which they can remember' she may be known, the persons that brought the information being able to say nothing therein further than that the lieutenant of the Dunkirker 'had but one eye, with his face full of pock-holes.' He is to acquaint the commanders of the king's ships he sends abroad with this, directing them to look out carefully for her.

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[1] Of Trinity House.

[2] See note to No. 2294.

[3] MS. 'Lestoffe.'

[4] See note to No. 2961.

3053. [p. 86.] 18 *July. S. P. to Mr. Bullack*, Mayor of Dover.—The rules established by his Majesty in council of 10 March last direct that the copies of registers of passes are to be transmitted to the lords only from the commissioners of the customs, so he need not trouble to send copies of his monthly register hither, provided that he sends them to the commissioners.

3054. [p. 86.] 18 *July. S. P. to Mr. Marlow*, one of the king's messengers.—Acquaints him of two French sloops of Dunkirk lately brought into the Downs [3148]—one called the Petit Louis, Aren Johnson, commander, with 2 guns, 20 men, and 2 boys; the other the Petit La Force, Jacob Doosche, commander, of about 6 tons, 11 men. He is to give notice of this to the merchants by the Exchange or otherwise, in case they have injured any of his Majesty's subjects.

3055. [p. 86.] 18 *July. S. P. to the Commissioners of the Customs.*—About a pass for the Dolphin, of Bristol, James Turner master, now at Bristol bound for the Straits.

3056. [p. 86.] 19 *July. The same to the same.*—About a pass for the Thomas and Mary, of London, William Adams master, now at the Isle of Wight bound for the Straits.

3057. [p. 87.] 19 *July. S. P. to Sir Robert Robinson*,[1] Downs.—Thanks for his account of the 17th of the proceedings of the Greyhound and the Drake. Will answer him touching the commanders of privateers being taken out of his hands by process at law as soon as the writer shall have opportunity of receiving orders therein from the king and lords; adding only in the meantime as his private opinion that where the privateers are taken in open sea, the king's subjects are at liberty to take their due course of law, though where they are taken at sea 'for any indignity done to his Majesty's flag, or upon the coast so near as to do dishonour to his Majesty's chambers,' his Majesty receiving the wrong, it will not be thought fit that the commander-in-chief in the Downs should be dispossessed of the privateers upon any private man's process before his Majesty be satisfied, as it happened the other day in the case of Captain Van Pembrooke [3045].

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[1] See note to No. 2961.

3058. [p. 87.] 20 *July. S. P. to Captain Wright,*[1] commander of the Kitchen yacht.—To carry Mr. Sotherne[2] to Harwich and stay 2 or 3 days, returning with him to Greenwich.

3059. [p. 88.] 22 *July. S. P. to Mr. Marlow.*—Sends him a copy of several complaints against French privateers, for his using as directed by the lords' order [3057].

3060. [p. 86.[3]] 22 *July. S. P. to the Commissioners of the Customs.*—About a pass for the Joan, of Falmouth, John Pearce master, at Falmouth; and for the Alexander, of Bristol, William Jones master, at Bristol.

3061. [p. 86.[3]] 25 *July. The same to the same.*—About a pass for the Mary, of Weymouth, Peter Andrews master, at Weymouth; and for the Katherine, of Bideford, Christopher Browning master, at Cowes, in the Isle of Wight.

3062. [p. 88.] 26 *July. S. P. to Captain Day,*[4] commander of the Bezan yacht, or to his mate, at Greenwich. —To carry Captain Richard Dickenson,[5] commander of the Hunter, to his ship in the Downs, and this done to return to his station at Greenwich.

3063. [p. 88.] 26 *July. S. P. to the Commissioners of the Customs.*—About a pass for the Richmond, of London, Wolf[g]ang Hensela[e]r master, now in the Downs.

3064. [p. 88.] 27 *July. S. P. to Lord Leyenbergh,*[6] Swedish Resident.—Desires to know how long the ship, which is now ready to sail, is to stay at Havre de Grâce.

3065. [p. 89.] 27 *July. S. P. to Sir Andrew King,*[7] sub-governor, or *Mr. Gabriel Roberts,* deputy-governor of the Royal African Company.—Transmits, by command of his Royal Highness,[8] a copy of a letter received yesterday from Captain Dickenson,[9] commander of the Hunter, praying an explanation of two or three particulars in his instructions [3027, 3082].

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[1] See ii. 12 *n. supra.*

[2] See ii. 113 *n. supra.*

[3] Out of order in the MS.

[4] See note to No. 2967.

[5] See ii. 367 *n. supra.*

[6] MS. 'Lyonbergh.'

[7] See note to No. 2869.

[8] The Duke of York was a governor of the Royal African Company (*D. N. B.* xxix. 183).

[9] See ii. 367 *n. supra.*

3066. [p. 89.] 27 *July. S. P. to the Commissioners of the Customs.*—About a pass for the Loving Friendship, of Newcastle, Anthony White master, at Newcastle bound to the Straits.

3067. [p. 89.] [27 *July.*] *The same to the same.*—About a pass for the John and Richard, of London, Jonathan Stodleigh master, now at Dover bound to the Straits.

3068. [p. 89.] 27 *July. S. P. to Captain Kempthorne,*[1] commander of the Monmouth yacht in Ireland.[2]—If he be not otherwise appointed by the express orders of the lord lieutenant, he is to continue at Bristol a week for Lord Arran [3078].

3069. [p. 89.] 28 *July. S. P. to Mr. Welch,* a merchant in London.—Desires his attending the king and lords to-morrow at 10 on the affairs of the admiralty [3091].

3070. [p. 90.] 28 *July. S. P. to Captain Killigrew,*[3] late commander of the Henrietta.—Desires him to send in his journal.

3071. [p. 90.] 28 *July. S. P. to the Navy Board.*—Thanks for their late information of the boatswain of the Assurance leaving his charge without the licence of the captain; the writer desires to speak with him [3072]. Possibly it was a mistake that they were ordered by the lords to make out a bill for the 6*l.* for the boat they mention, and Captain Halsall's intention was only that the bill formerly made out might be paid; desires to know if this has been done. The Bristol being now come back, and on her way if not arrived at Portsmouth, they are not to lay her up, she being designed for Virginia [3033, 3079].

3072. [p. 91.] 28 *July. S. P. to Sir Robert Robinson,*[4] commander-in-chief of the fleet in the Downs.—Will make known to the victuallers 'the complaint made against the smallness of the Garland's beer.' Thanks him for his advice of some capers expected abroad from Calais; is glad to understand from him that the coast is at present so clear. He has done very well in giving copies of the complaints against the Three Friars to the commanders of his Majesty's ships, by which means the writer hopes she will be met with. Presumes the officers of the ordnance will take care of the brass gun which is weighed and laid on the beach at Deal.

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[1] See ii. 113 *n. supra.*

[2] See note to No. 3078.

[3] *D. N. B.* xxxi. 109.

[4] See note to No. 2961.

Cannot tell what can be more done to remedy English seamen being found on board Dutch men-of-war than there is, both by his Majesty's proclamation and the instructions given his commanders for the taking them out of any foreign ships they shall meet with, 'unless it be that which you tell me of the ill-usage they are said to receive aboard the foreign ships, which may have some good effect upon them, especially while there is so much work and better usage to be found upon our own merchant ships.'

Has heard nothing of his boatswain [3071] since he came to town, but will speedily inquire after him, and either receive a better account than the writer fears he is able to give of his leaving his duty on board, or move the king to put in another. As to what he writes concerning Aren Johnson [3045], and the purpose of the merchants arresting him while in his custody, he shall speedily have directions therein from the lords. Prays him to be very strict in keeping his ships to looking vigorously and watchfully after the capers, 'otherwise 'tis to be feared they will grow upon us'; and in particular to look out for the French caper who lately did the wrong to the Hopeful Adventure and her master. Thanks him for his news of the late passages between the French and Genoese in the Mediterranean, and would have been glad of more particular information touching the behaviour of the ships appointed to cruise off Sallee, what he writes seeming to imply their not answering what might be expected from them, there being three attending that service—the Adventure, Sapphire, and Lark.

Puts him in mind of the rule lately signified to him by the lords—that capers detained 7 days after notice given upon the Exchange of their bringing in, and no complaint exhibited against them, should be forthwith discharged. He shall have the lords' order about the directions he desires for sending the capers in to Dover Pier, where their men do desert them.

As for the beef and pork excepted against by the Garland's company, the writer will expect an account of it when the survey is taken, and will then see the victuallers called to account; hoping in the meantime that the provisions will not be found so bad as to hinder her voyage. Prays him to consider whether he may not supply her with a quantity of good victuals out of his own ship [3092].

Will communicate to the lords the examinations he sent in his last of the two Englishmen taken on board the privateers.

3073. [p. 93.] 28 *July. S. P. to Captain Lassells,*[1] commander of the Garland, in the Downs.—The bad provisions lately put on board him from Dover should not hinder his voyage [3072].

3074. [p. 93.] 28 *July. S. P. to Lieutenant Montgomery,*[2] lieutenant of the Hunter, in the Downs.—Has received his of the 22nd, giving notice of his having carried the Hunter into the Downs [3050].

3075. [p. 93.] 28 *July. S. P. to Mr. Marlow,* one of the king's messengers.—Acquaints him of a small sloop of Ostend, lately brought into the Downs, called the St. Anne, William van Boyer commander, with 2 guns and 15 men, of which he is to give notice to the merchants, in case she has done injury [3072].

3076. [p. 92.[3]] 29 *July. S. P. to the Commissioners of the Customs.*—About a pass for the Endeavour, of Plymouth, Thomas Rouse master, at Plymouth; and the Hopeful Adventure, John Bant master, in the Downs.

3077. [p. 94.] 29 *July. S. P. to the Principal Officers of the Ordnance.*—The king and lords having determined that the gunner of the Diamond shall answer at a court-martial the charge of embezzlement brought against him, and well knowing that a principal inquiry of the said court will be whether he has passed his account with them for the last voyage, the writer recommends the speedy examination of his account accordingly.

3078. [p. 94.] 29 *July. S. P. to Captain Kempthorne,*[4] commander of the Monmouth yacht, at Bristol, in Ireland.[5]—To acknowledge his of the 22nd, supposing that before this arrives he will have received the writer's of the 27th for his staying a few days longer at Bristol for the Earl of Arran [3068].

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[1] See note to No. 2181.

[2] Lieutenant James Montgomery had been appointed to the Hunter 30 Nov. 1673 (i. 385 *supra*).

[3] Out of order in the MS.

[4] See ii. 113 *n. supra.*

[5] The words 'in Ireland' here and elsewhere [2532, 3068] do not refer to the place where the Monmouth yacht was stationed, but to the fact that she was attached to the service of the Lord Lieutenant of Ireland.

3079. [p. 94.] 29 *July*. *S. P. to Sir John Berry*,[1] commander of the Bristol, at Portsmouth.—The king and lords have pitched upon the Bristol to be sent to Virginia [3071], for which voyage she is to be presently refitted and victualled; and his Majesty would have him repair up hither in order to his advising with him concerning the service upon which he is designed. The king and lords are very well satisfied in his bringing in the Rocheller who refused to strike, and have resolved to have the master of her tried by the commission of oyer and terminer for the admiralty for his insolency therein. The lords desire his journal for this last voyage.

3080. [p. 95.] 29 *July*. *S. P. to Sir Thomas Allin*,[2] at Somerley,[3] near Lowestoft.[4]—Thanks him in the name of the whole Brotherhood for his letter of the 24th relating to their lights at Lowestoft[5] [3051], 'about which there having been no opportunity yet of giving in our answer to his Majesty at the council-table, we have been backward in giving you any fresh solicitation concerning the forwarding our work about the said lights, lest we might offer unnecessarily any offence to my lords of the council, to whom Sir John Clayton[6] hath petitioned for a stop in our said proceedings. Not but that we might very justifiably proceed therein by virtue of the power lodged in us by Act of Parliament, and the rather for that my lords have not given any absolute direction to us upon the petition for the stopping us, but we think it but a decency due from us to my lords upon such a petition presented.'

Margin: 'About the lights of the Trinity House at Lowestoft, and Sir John Clayton's at Yarmouth.'

3081. [p. 95.] 29 *July*. *S. P. to Captain Dickenson*,[7] commander of the Hunter, in the Downs.—Sends him a list of all the ships now abroad and going out, belonging to the Royal African and the Gambia Companies. 'For the other parts of your inquiries, his Royal Highness having been attended therewith by the African Company[1] and received their opinion therein, was pleased this day (myself attending) to communicate the same to his Majesty, from whom and by whose command I herewith enclose his instructions for your proceeding in your intended voyage [3027, 3065] agreeable to those propounded by the Company which you lately perused; and in explanation of those particulars therein about which you desire to receive a more clear information, I am further commanded by his Majesty to let you know as follows, viz. that (to the first) forasmuch as no ships can reasonably be expected to be found, either stopping or under sail, upon the coasts mentioned in the first paragraph of your instructions but such as are expressly led thereto with purpose of trading upon the said coasts (excepting only ships passing towards or returning from the East Indies), all ships so found (those only passing to or from the East Indies excepted) are to be esteemed molesters of the trade of the said Company.

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[1] See note to No. 2274.

[2] See note to No. 3000.

[3] See note to No. 3051.

[4] MS. 'Lestoffe.'

[5] MS. 'Lastoffe.'

[6] See note to No. 2294.

[7] See ii. 367 *n. supra*.

'To that part of your second query which is not answered by the enclosed list, you are to understand English ships only to be thereby intended, what concerns foreign ships being provided for in the 3rd article.

'Concerning which foreign ships, and in answer to your 3rd inquiry relating thereto, it is to be understood that upon your having satisfactory evidence that any of his Majesty's subjects are concerned either in part or in whole upon the same, the said ships are to be carried to Cape Coast Castle, to be judged by the admiralty there for so much hereof as shall be duly found appertaining to such his Majesty's subjects.

'For your last demand touching the Company's factor who is to have passage on board you, you are to bear him as a supernumerary above your complement in case your complement be full, with an allowance of victuals (if he demand it) answerable to the rest of the company, but without wages. . . .'

Underwritten: 'A copy of the aforegoing letter was sent to Sir Andrew King (for the African Company)' with another of 30 July [3082].

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[1] See note to No. 3065.

3082. [p. 97.] 30 *July. S. P. to Sir Andrew King,*[1] sub-governor, or (in his absence) to *Mr. Gabriel Roberts,* deputy-governor, of the Royal African Company.—Sends a copy of Captain Dickenson's instructions and the letter in explanation of them [3081].

3083. [p. 97.] 31 *July. S. P. to the Commissioners of the Customs.*—About a pass for the John and Thomas, Richard Jones master, at Falmouth.

3084. [p. 97.] 31 *July. The same to the same.*—About a pass for the Charity, of London, Nicholas Linch [master], at Portsmouth.

3085. [p. 97.] 31 *July. S. P. to Sir Martin Wescombe,*[2] at Cadiz.—Prays his care of the enclosed to Tangier [3086, 3087].

3086. [p. 98.] 31 *July. S. P. to Sir Palmes Fairborne,*[3] at Tangier.—'We have so many matters before us here, and most of them unwelcome ones, relating to the affairs of his Majesty's garrison of Tangier and the troublesome circumstances wherein they have arisen to you since my Lord Inchiquin's[4] departure,' that the writer has been very unwilling to give his observations thereon until he has seen some further examinations taken and observations made by the lords commissioners relating thereto, upon which they have been daily conversant for some weeks, and will in a little time bring to some competent issue. Thanks him in the meantime for his of 10 June, and desires him to despatch a packet of importance [3087] to the king's consul at Argeir.

Postscript.—'Very sorry I am amongst other things for the necessitated absence of Mr. Bowles,[5] during which much of my reliance in my own concerns remains upon your friendship, which I beg you to bestow on me at this unlucky juncture, what I have to say to Mr. Bowles being directed to Cadiz in expectation of finding him there.'

3087. [p. 98.] 31 *July. S. P. to Mr. Martin,* his Majesty's consul at Argeir.—The king and lords take notice of his diligence and discretion in the conduct of the work his place brings into his hands. Fears this will be 'rather greatened than made more easy by the liberty which we see in the case of the Leopard [3036] and other ships the people of Argier do take of carrying in all ships that have not passes, though English-built, all English effects, and the majorities of their companies English '—which is a violation of our treaty of peace with them and a 'manifest perverting his Majesty's gracious purposes in his late proclamation and rules about passes,[1] from the being a prevention to strangers unduly usurping the privileges of English under the pretence of being so, to the oppressing those his Majesty's subjects who in truth are so.' But it becomes the writer to leave this matter to the secretary of state.

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[1] See note to No. 2869.

[2] Consul at Cadiz [1553].

[3] See note to No. 2212.

[4] See note to No. 3238.

[5] Mr. Phineas Bowles was paymaster of the garrison at Tangier [2587].

Sends him 3 dozen counterparts of passes, printed on parchment and not on paper as the others were. Desires an early account of his receipt of them, together with as particular an account as he can furnish of the number, names, and force of the ships of Argeir as they stand at this day.

Underwritten: 'Sent to Sir Martin Wescombe[2] to convey to Sir P. Fairborne[3] for furtherance by him' [3085, 3086].

3088. [p. 100.] 1 *Aug. S. P. to the Commissioners of the Customs.*—About a pass for the Lady, of Yarmouth, John Hartley master, in that port.

3089. [p. 100.] 1 *Aug. S. P. to Mr. Moore,* master attendant at Portsmouth.—Thanks for his of 30 July giving notice of the arrival of the Bristol at Spithead.

3090. [p. 100.] 1 *Aug. S. P. to Mr. Richard Cooke,* at Dover.—Has received his of 29 July, with a copy of the deposition of William Burton concerning some injuries done him by two privateers now in the Downs. The lords on Saturday last directed Sir Robert Robinson[4] 'to deliver over to the law any privateers or their commanders who shall be prosecuted by any of his Majesty's subjects for wrongs done them' [3092].

3091. [p. 101.] 1 *Aug. S. P. to Mr. William Welch,* a merchant in London.—The king and lords desire his written answers to the following questions touching his propriety in the ship William, of London, Cornelius Alderson master: 'Whether you are this day (bona fide) proprietor singly or with others of the said ship? Who (if any) are part-owners with you therein, the places of their abode, and your and their respective shares? What the burden of the said ship is and the price at which you bought her? And lastly, whether Mr. Pedee [*sic*], of Rotterdam, or any other foreigner have any interest or property at this day in the said ship?'

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[1] See Introduction, p. xx, *supra.*

[2] Consul at Cadiz [1553].

[3] See note to No. 2212.

[4] See note to No. 2961.

3092. [p. 101.] 1 *Aug. S. P. to Sir Robert Robinson,*[1] commander of the Assurance, in the Downs.—Hopes he has received the lords' order of the 29th about delivering up privateers to the law [3090]. Thanks him for his advice of the despatch of the Garland, and the satisfaction given that ship's company in the business of her victuals [3072]. Very well it were that those privateers of whom he last makes mention (and particularly that which did so much injury to the master who lies ill at Deal) were laid hold on; therefore entreats him to keep his ships 'to their diligent cruising to and again upon the coast' as hitherto. Will send the lords' order about the wool vessel brought in by the Greyhound; meanwhile he is to see her and her company secured to answer for endeavouring to transport wool contrary to the law. Hears nothing of his boatswain [3071, 3072, 3107].

3093. [p. 102.[2]] 2 *Aug. S. P. to the Commissioners of the Customs.*—About a pass for the Blackamoor, of Bristol, Thomas Gammon[3] master, now at Bristol.

3094. [p. 102.] 3 *Aug. S. P. to Captain Wright,*[4] Kitchen yacht.—To sail to Dieppe and apply to Monsieur Solomon Deslandes, merchant, for a coach belonging to 'the ambassador of Our Good Brother the most Christian King,' and return with it to Greenwich.

3095. [p. 102.] 3 *Aug. S. P. to Henry Thynne,*[5] *Esquire.*—The Kitchen yacht is going to Dieppe this evening [3094] upon an occasion of Lady Portsmouth's,[6] and will stay there about 3 days. If this is too soon for Monsieur Sessac's[7] occasion, a yacht may be sent for him on purpose, as soon as he shall assign a day when he will be at Dieppe to meet her.

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[1] See note to No. 2961.

[2] Out of order in the MS.

[3] MS. 'Gannon,' but see No. 3119.

[4] See ii. 12 *n. supra.*

[5] MS. 'Thinn.'

[6] *D. N. B.* xxxi. 59.

[7] MS. 'Sucac.'

3096. [p. 103.] 3 *Aug. S. P. to Captain Booth,*[1] commander of the Eagle fireship, at Sheerness.—The lords having ordered a court-martial in the River on one of the yachts at Greenwich on Monday morning next, and there not being a sufficient number of commanders here to hold it, he is to come up to town to attend it.

3097. [p. 103.] 4 *Aug. S. P. to Mr. John Swinton, Junior*, merchant, in Water Lane, London.—To attend the lords to-morrow morning at 9.

3098. [p. 102.[2]] 5 *Aug. S. P. to the Commissioners of the Customs.*—About a pass for the Bachelor, of Southampton, in that port bound to the Canaries.

3099. [p. 103.] 5 *Aug. S. P. to Mr. Cane*, a midshipman late belonging to the Diamond frigate, Captain Griffith,[3] commander.—To attend a court-martial to be held on board the Cleveland yacht, at Greenwich, on Monday morning next at 8, to proceed upon the charge by him given in against Thomas Pinder, master-gunner of the Diamond [3229].

3100. [p. 104.] 5 *Aug. S. P. to Captain Killigrew,*[4] late commander of the Henrietta.—Desires him to attend a court-martial to be held by Sir John Berry [5] on board the Cleveland yacht [3099] for trial of Mr. Beckett, late master of the Henrietta, for running her on ground in the Bay of Cadiz.

3101. [p. 104.] 5 *Aug. Summons* to attend a court-martial to give evidence on behalf of Thomas Pinder [3099]. Sent to the persons named in the margin.

Margin: Captain John Kempthorne,[6] Robert West, Francis Furnis, Thomas Finn, Stephen Bostock, Patrick Cunningham, John Clements.

Underwritten: 'By command of my lords.—S. P.'

3102. [p. 104.] 5 *Aug. S. P. to Sir Robert Robinson,*[7] in the Downs.—Thanks for his of 31 July and 1, 2, and 3 Aug., and his advice of the coming in of the East Indiamen, though the loss of one of their commanders, with suspicion of his being poisoned, is 'very surprising and unwelcome.'

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[1] See note to No. 2693.

[2] Out of order in the MS.

[3] See ii. 340 *n. supra.*

[4] *D. N. B.* xxxi. 109.

[5] Commander of the Bristol [3079]. See note to No. 2274.

[6] Commander of the Monmouth yacht [3068]. See ii. 113 *n. supra.*

[7] See note to No. 2961.

The king and lords are very well satisfied in what he has done in delivering Captain Johnson, the privateer [3054], to be prosecuted according to law by those who have been injured by him, and they expect the like to be done in other cases, 'not thinking it a work fit for them to take upon them the judging so far of any particular cause between his Majesty's subjects and the privateers as to order the payment or depositing of any particular sums in satisfaction for wrongs done, the whole being to be determined according to law and not otherwise.' Encloses a list of privateers against whom complaints have been brought to the council, that he may inform his commanders that it is expected that they be 'very circumspect and diligent' in looking out for and bringing them in.

3103. [p. 105.] *7 Aug. S. P. to the Navy Board.*—His Majesty having—upon debate last night had with the lords of the committee for foreign affairs touching the present posture of the treaty with Argeir and of his ships coming home under Sir John Narbrough [1]—been pleased to determine upon taking the Assurance and Drake [3134] from their present work in the Channel and sending them with all speed into the Mediterranean, they are to advise what may be the fittest place for them to resort to for their cleaning and taking in a supply of victuals with most despatch.

3104. [p. 105.] *7 Aug. S. P. to the Commissioners of the Customs.*—About a pass for the Lucy, Henry King master, now at Falmouth.

3105. [p. 106.] 8 *Aug. The same to the same.*—About passes for the John, of Bristol, John Yeamans master; the Charles, of Bristol, Henry Totterdale master; and the Thomas and Francis, of Bristol, Francis Lawrence master: at Bristol bound for the Straits.

3106. [p. 106.] 8 *Aug. The same to the same.*—About passes for the Delight, of Bridgwater, John Wilson master, at Lyme bound for the Canaries; and for the Adventure, of Topsham, John Shewer master, at Exeter.

3107. [p. 106.] 8 *Aug. S. P. to Sir Robert Robinson,*[2] in the Downs, on board the Assurance.—Thanks for his of the 4th and 6th, 'with the examination of the captain of the privateer last brought in, whose company it seems run on shore and escaped, but it is not mentioned whether it was on the English or French shore.' He will suddenly receive directions concerning the vessel taken stealing of wool [3092]. Will move his Majesty for appointing him a new boatswain, wishing that we could take the former that he might be punished for deserting his charge [3071, 3072, 3092].

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[1] *D. N. B.* xl. 89.

[2] See note to No. 2961.

3108. [p. 106.] 8 *Aug. S. P. to Captain Coleman*, collector at Plymouth.—The king and lords have commanded a copy of his information about the privateer to be put into the hands of Mr. Secretary Coventry,[1] 'in order to the having proper notice taken thereof to his Majesty's ambassador in France.'

3109. [p. 107.] 8 *Aug. S. P. to the Navy Board.*—Encloses the writer's opinion touching the method for passing the accounts of the commissioners and treasurer for the affairs of sick and wounded seamen [3110], concerning which some discourses were had by some of their board and himself with the late chancellor of the exchequer at the instance of the executors of Sir Henry Osborne.

3110. [p. 107.] [*N. d.*] '*Memorandum* touching the method of passing Sir Henry Osborne's account, late treasurer for the affairs of sick and wounded seamen [3109].—'That there being nothing in the case of this account but what occurs daily to the officers of the navy in other like cases, no other method seems needful to be used therein than what the officers of the navy do constantly take, as seeming the most natural, unperplexed, speedy, of most safety to the king, and ease to all persons concerned therein. According to which the several steps to be taken in passing this account will be these:—

'Sir Henry Osborne having by warrants from the officers of the navy received from the treasurer thereof several sums of money for this service, and standing charged with the same by several acquittances under his hand remaining with the said treasurer of the navy, he is (by his executors), according to the 10th article of the instructions from his Majesty in council on this behalf, to present an account of his said receipts and payments to the body of the commissioners for sick and wounded, after whose perusal and control (as the first check thereto on behalf of his Majesty), it is by their directions to be transmitted to the officers of the navy for a second. Upon whose allowance whereof the said officers of the navy are to proceed to the discharging the several imprests standing out against the accountant in the manner following, viz. :—

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[1] *D. N. B.* xii. 357.

'(1) By their making out and signing bills upon the treasurer of his Majesty's navy according to the usual form of their office, by which every of the said commissioners, or any other person to whom any payments have been made by the accountant for this service by way of imprest, may be duly charged therewith.

'(2) By making out perfect bills to the accountant for what other payments hath been made by him, either for disbursements, salaries, rewards, or any other charges not by way of imprest.

'(3) Upon the treasurer of the navy's receipt of which bills, so made out and signed by the commissioners of the navy, the said treasurer is to deliver up imprest bills of the accountant's to the value of the afore-mentioned bills so received by him.

'And for the regular bringing to account and discharging the said several commissioners, and other persons upon whom any sums of money shall be thus transferred from the accountant and remain as imprests upon them, the following method is to be observed, viz. :—

'That each of the said commissioners having called to account every of the persons chargeable under him with the receipt of any moneys relating to this service within his respective district, and balanced the same with each of the said persons, do tender to the body of his said fellow-commissioners one entire account in his own name by which he is to expect to be discharged of the sum he stands chargeable by the accountant, Sir Henry Osborne.

'Which several accounts of the said commissioners, being jointly perused, controlled, and finally stated and approved under the hands of the said body of the said commissioners, and transmitted by them to the officers of the navy, they the said officers shall, after the same shall have been examined by the comptroller of the navy and

Mr. Richard Gibson,[1] the officer especially appointed for that service, proceed to the making out perfect bills on the treasurer of the navy to each of the said commissioners for what shall thereby be declared to have been truly disbursed by them in their respective districts ; which bills the treasurer of the navy is to accept of from them, and in lieu thereof deliver them up the imprest bills before mentioned and the acquittances formerly given by them to the accountant to the like value.

'The like to be done for discharging of any of the other persons before mentioned, on whom imprests shall remain upon the discharging of the said Sir Henry Osborne.'

3111. [p. 106.[2]] 9 *Aug. S. P. to the Commissioners of the Customs.*—About a pass for the Bristol Merchant, of Bristol, William Smith master, at Bristol bound for Virginia [3119].

3112. [p. 106.[2]] 10 *Aug. The same to the same.*—About passes for the Stephen, of Bristol, John Read master [3119] ; and for the John, of Bristol, Peter Wraxall [master], both in that port [3119].

3113. [p. 106.[2]] 10 *Aug. The same to the same.*—About a pass for the Friends' Agreement, of Bristol, Caleb Shuter master, now in that port [3119].

3114. [p. 106.[2]] 10 *Aug. The same to the same.*—About a pass for the Friendship, of Bristol, John Webb master, at Bristol and bound for the West Indies [3119].

3115. [p. 109.] 11 *Aug. S. P. to Sir Robert Robinson,*[3] Downs, on board the Assurance.—Desires his sending up a perfect list of all the privateers now under detention, with their commanders' names and the best description he can give of them, in order to their being published in the 'Gazette' on Monday next.

3116. [p. 109.] 12 *Aug. The same to the same.*—Hopes the parties interested in the wrongs done by the privateer Bateou[4] will have opportunity of satisfaction [3316]. He has done well in giving notice to the Rose of the orders to his own ship and the Drake, that she may succeed him in his present station and take into her charge the persons he has now on board him [3123].

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[1] See note to No. 3547.

[2] Out of order in the MS.

[3] See note to No. 2961.

[4] MS. 'Battee.'

3117. [p. 109.] 12 *Aug. S. P. to the Commissioners of the Customs.*—About a pass for the Laurel, of Topsham,[1] Samuel Hayman master, at Exeter.

3118. [p. 110.] 13 *Aug. S. P. to Captain Day,*[2] commander of the Bezan, or to his mate.—To carry Captain Till, one of the Elder Brethren of the Trinity House, to Lowestoft,[3] or such other port in Suffolk as he shall advise, and having put him on shore to return to Greenwich.

3119. [p. 111.] 14 *Aug. S. P. to the Commissioners of the Customs.* — About passes for the Bristol Merchant, William Smith master [3111]; the Stephen, John Read master [3112]; the John, Peter Wraxall master [3112]; the Richard and James, Thomas Opie master; the Bachelor, John Snow [master]; the Maryland Merchant, William Trego master; the Nevis Merchant, Arthur Grant master; the Abraham and Isaac, John Jones master; the Friendship, John Webb master [3114]; the Friends' Agreement, Caleb Shuter master [3113]; and the Blackamoor, Thomas Gammon master, now at Bristol and bound for the Straits.

3120. [p. 111.] 14 *Aug. The same to the same.*—About a pass for the Friendship, of London, Matthew Fox master, now at Dover bound for the Straits.

3121. [p. 113.] 14 *Aug. S. P. to Mr. William Idle,* in London.—Has received direction for signifying the pleasure of the king and lords to the commissioners for the admiral's rights that they forthwith proceed to the paying him the full 120*l.* directed in their order of 8 April, as also the 15*l.* remaining unpaid upon a former order—being the full of what he expects from his Majesty's bounty in relation to the business of the ship Bachelor [2606]. Hopes that no further order will be needful, as for the goods said by him to be remaining in the hands of the officers of Plymouth he has already had orders from the said commissioners for their delivery. Will move the king and lords at their next meeting touching the claim he has yet to make and desires to be heard in at the council board against the said commissioners, notwithstanding his Majesty's bounty in giving him the whole profit of the said ship.

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[1] MS. 'Topshall.

[2] Captain Richard Day; there were three other officers of the same surname (i. 344 *supra*).

[3] MS. 'Lestoffe.'

Another draft of this letter is cancelled on p. 110 of the MS. The variations are not important.

3122. [p. 112.] 14 *Aug.* *S. P. to the Commissioners for the Admiral's Rights.*—The king and lords have considered afresh the case of Captain Idle [3123], late master of the ship Bachelor, and have particularly debated the case of Sir John Fowell[1] and the pains said to be by him taken in the business of the said ship (which they are more inclined to the gratifying him for by some future kindness rather than by lessening the benefit of his Majesty's bounty to Captain Idle). The lords command the writer to return them their original order of 8 April in favour of Sir John Fowell, and desire them to make it good to Mr. Idle.

3123. [p. 111.[2]] 15 *Aug.* *S. P. to Captain Ashby,*[3] commander of the Rose, in the Downs.—Encloses orders for him to command the ships appointed for the Downs and the Channel, and recommends his making the best use he can thereof; and particularly of the Greyhound for cruising to and again with all diligence for the bringing in of the privateers infesting our coasts, in such method as Sir Robert Robinson[4] lately used. Desires him to hasten the list of privateers [3115].

3124. [p. 113.] 15 *Aug.* *S. P. to the Navy Board.*—Henry Morgan, late boatswain of the Antelope, and some time since appointed boatswain of the galley building at Blackwall,[5] complains that his successor has taken possession of the Antelope, so that he cannot be borne anywhere until the galley be launched. Desires that he may be kept in possession of the Antelope till the galley can bear him. Supposes the reasonableness of his case is so obvious that it requires but one word of direction therein from them to the clerk of the check.

3125. [p. 114.] 15 *Aug.* *S. P. to the Officers of the Ordnance*, at the Tower, London.—Will very speedily see the king's warrant for supplying the Bristol sent to the master of the ordnance, and their advice observed for the future in letting the king's warrants in the business of the ordnance 'keep pace with those of the officers of the navy, as any ships shall come in to be refitted.'

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[1] See note to No. 2866.

[2] Out of order in the MS.

[3] See ii. 398 *n. supra.*

[4] See note to No. 2961.

[5] The James galley. See note to No. 3240.

Margin refers to supplying the Bristol with gunner's stores.

3126. [p. 114.] 16 *Aug. S. P. to Captain Lovell,*[1] commander of the Katherine yacht.—He is desired to give the bearers, Mr. Joseph Burden, William Langhorn, and John Deverill, passage with him to Dieppe, at the request of Sir Edward Hungerford.[2]

3127. [p. 114.] 16 *Aug. S. P. to the Officers of the Ordnance.*—Sends them a warrant for gunner's stores for the Assurance and Drake, as the Bristol [3125], for their respective intended voyages.

This letter is preceded by a cancelled entry of the warrant, with the note 'Vide King's Book : Entered here by mistake.'

3128. [p. 114.] 16 *Aug. S. P. to Sir Robert Robinson,*[3] commander of the Assurance, at Sheerness.—Is glad of the arrival of the Assurance and Drake at Sheerness.

3129. [p. 115.] 16 *Aug. S. P. to Captain Lovell,*[1] commander of the Katherine yacht, at Greenwich.—Besides the Portuguese gentlemen he is fetching from Dieppe, he is to wait 4 days for and bring over Mr. James Houblon,[4] merchant, his lady and company.

3130. [p. 115.] 17 *Aug. S. P. to the Commissioners of the Customs.*—About a pass for the Expedition, of Topsham, Solomon Andrews master, now at Topsham bound for the Straits.

3131. [p. 115.] 17 *Aug. The same to the same.*—About a pass for the Two Friends, of London, John Bantum master, now at Bristol bound for the Straits.

3132. [p. 115.] 18 *Aug. The same to the same.*—About passes for the Jeremy, of Bristol, John Lilly master, bound to the Straits; the Agreement, of Bristol, John Teag[u]e master; the Unicorn, of Bristol, Thomas Cooper master; the William and Anne, of Bristol, bound to Virginia: all at Bristol.

3133. [p. 115.] 19 *Aug. The same to the same.*—

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[1] Charnock, *Biog. Nav.* i. 347.

[2] *D. N. B.* xxviii. 255.

[3] Late commander-in-chief in the Downs [3052].

[4] See note to No. 2498.

About a pass for the Vintage, of Plymouth, Samuel Foote master, in that port bound for the Straits.

3134. [p. 115.] 19 *Aug.* *S. P. to Mr. Shish*,[1] master-shipwright at Sheerness.—The king and lords, having considered his report touching the incapacity of the Drake to proceed upon her intended voyage into the Straits without her being first brought into a dry dock, which his Majesty's service will not admit time for, have ordered her to return to her late station in the Downs [3103].

3135. [p. 115.] 19 *Aug.* *S. P. to Colonel Piper*,[2] at Plymouth.—Acknowledges his of the 13th to the lords, from whom he will speedily receive advice touching the further disposal of the master of the French vessel, his prisoner.

3136. [p. 116.] 19 *Aug.* *S. P. to the Commissioners of the Customs.*—About a pass for the Marigold, of Plymouth, Edward Mathews master, in that port bound for the Straits.

3137. [p. 115.[3]] 21 *Aug.* *The same to the same.*—About a pass for the St. Bernard,[4] of Bristol, Richard Dempster master, now at Bristol.

3138. [p. 116.] 23 *Aug.* *S. P. to Captain Lassells*,[5] commander of the Garland, in the Downs.—Has received his of the 17th and 21st advising his being arrived in the Downs from Havre de Grâce. He is to remain there until further order.

3139. [p. 116.] 23 *Aug.* *S. P. to Sir Robert Robinson*[6] commander [of the] Assurance, at Sheerness.—Leave to come to town for 3 or 4 days.

3140. [p. 116.] 23 *Aug.* *S. P. to the Commissioners of the Customs.*—About a pass for the Samaritan, of Yarmouth, James Lutton master, now in that port bound for the Straits.

3141. [p. 116.] 23 *Aug.* *The same to the same.*—About a pass for the Lion, of Liverpool, Thomas Wallis master, now in that port bound for the Straits.

3142. [p. 116.] 23 *Aug.* *The same to the same.*—About a pass for the Expectation, of Bristol, Edward

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[1] See ii. 339 *n. supra.*

[2] Deputy-governor of Plymouth [2918].

[3] Out of order in the MS.

[4] MS. 'St. Barnett.'

[5] See note to No. 2181.

[6] See note to No. 3128.

Dover master; and the Peter, of Bristol, John Mason master: in that port bound for the Straits.

3143. [p. 116.] 24 *Aug. S. P. to Mr. Creed.*[1]—Desires warrant for sending away money to Tangier. Would not lose the opportunity of the Assurance, which will be going away in a week's time.

Postscript.—'Since my writing this I have your letter touching money for the sending over of the recruits to Tangier, wherein also a warrant of the lords will be necessary for the informing me in the just sum to be desired of my lord treasurer, and justifying me in the payment of it.'

3144. [p. 117.] 24 *Aug. S. P. to Captain Ashby,*[2] Downs.—Prays he will continue to give him an account of any privateers that shall be brought in. He has done well in delivering over to the serjeant of the admiralty the captain and lieutenant of the Negotia [3148]. Sends him a copy of the lords' directions to Sir Robert Robinson[3] in reference to keeping and disposing of privateers.

3145. [p. 118.[4]] 25 *Aug. S. P. to the Commissioners of the Customs.*—About a pass for the Virgin, of Limerick,[5] John Flahy master, now in Cowes Road bound for the Straits.

3146. [p. 118.[4]] 25 *Aug. The same to the same.*—About a pass for the John and Elizabeth, of Plymouth, in that port bound for the Straits.

3147. [p. 117.] 26 *Aug. S. P. to Sir Joseph Williamson.*[6]—Pursuant to the late Order in Council for the writer's transmitting to him the names and descriptions of such privateers as shall be brought in to any of our ports, in order to their being published in the 'Gazette,' an account of 4 vessels so brought in is enclosed [3148].

3148. [p. 117.] 26 *Aug. An Account of Privateers* brought into and now remaining in his Majesty's ports [3147].—At Dover: Petit[7] Louis, of Dunkirk, Aren Johnson commander, burden 50 tons, with 2 guns, and 20 men and 2 boys [3054]; Petit[7] La Force, of Dunkirk, Jacob Doosche commander, a little open vessel of 6 tons in burden, formerly a Greenland shallop, carrying 11 men [3054]; Negotia, of Calais, Nicholas Bateou,[1] commander, with 19 men and 4 boys [3116]. In the river of Thames: Revenge,[2] of Dunkirk, Cornelius Metefoux[3] commander [2996], (formerly commanded by David Brison, a Scotchman).[4]

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[1] *D. N. B.* xiii. 68.

[2] Commander of the Rose, and now commander-in-chief in the Downs [3123].

[3] See note to No. 3128.

[4] Out of order in the MS.

[5] MS. 'Lymbrick.'

[6] Secretary of state [3035]. *D. N. B.* lxii. 2.

[7] MS. 'Peter.'

3149. [p. 118.] 26 *Aug. S. P. to Captain Ashby,*[5] commander of the Rose, in the Downs.—His Majesty approves of the orders he has given the Drake for cruising between Beachy and Dover for 8 days; and enclosed are his orders to her commander [3150].

3150. [p. 118.] 26 *Aug. S. P. to Captain Stepney,* commander of the Drake, in the Downs.—To follow Captain Ashby's[5] orders [3149].

3151. [p. 118.] 26 *Aug. S. P. to Captain Lassells,*[6] commander of the Garland, in the Downs.—He will in a day or two receive his orders for going to Calmar;[7] and the officers of the navy are directed to supply him with one month's provisions from Dover.

3152. [p. 118.] 26 *Aug. S. P. to the Commissioners of the Customs.*—About a pass for the Susanna, of Bristol, William Neds master, at Bristol bound to the Straits [3154].

3153. [p. 119.] 26 *Aug. S. P. to Mr. Shish,*[8] mastershipwright at Sheerness.—Thanks for his of the 13th and his account of the Drake's sailing, who is arrived in the Downs.

3154. [p. 119.] 26 *Aug. S. P. to Mr. Dadelstone,* at Bristol.—If he will employ any of his friends in town to call here, a letter to the commissioners of the customs to cause a survey to be made of the Susanna, of Bristol, and returned to the lords in order to the obtaining a pass from them, is ready [3152].

3155. [p. 119.] 26 *Aug. S. P. to the Navy Board.*—The Deptford ketch is ordered to transport to the Neva[9] the minister from the Emperor of Muscovy, together with another intended to be sent by his Majesty to the said emperor; the king's purpose in pitching upon the said vessel being to save charge and time, she being but lately come in from a voyage to France, and to prevent taking any of the few ships now abroad near home from their more important service in the Channel, besides that he purposeth to save the charge of manning her by taking the commander and company of one of the yachts for the navigation of her [3169]. Having occasion of despatching away forthwith some small vessel to Virginia, the king hath for the like reason with their advice pitched upon the Young Spragge [3169], and desires them immediately to order each of them 6 months' victuals, for which they shall receive forthwith warrants from the lords, this being sent them for saving of time.

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[1] MS. 'Battee.'

[2] MS. 'La Revenge.'

[3] MS. 'Mettifeu.'

[4] 'Brison' might be the French rendering of the Scotch name 'Bryson.'

[5] Commander-in-chief in the Downs [3123].

[6] See note to No. 2181.

[7] On the south-east coast of Sweden.

[8] See ii. 339 *n. supra.*

[9] MS. 'Nerve.'

3156. [p. 120.] 28 *Aug. S. P. to Captain Lassells,*[1] Garland, Downs.—Monsieur Leyenbergh[2] (the King of Sweden's Resident) being ready to receive the goods by him taken in at Havre de Grâce on behalf of his said Majesty of Sweden, he is to repair to Sheerness to be unladen [3160].

3157. [p. 120.] 28 *Aug. S. P. to Sir John Berry,*[3] of the Bristol.—Recommends the bearer, Mr. Edward Barber, at the particular desire of the Duchess of Portsmouth,[4] to some of whose family he has some relation. 'His age, as being above 16, renders him incapable (by the rules lately established) of his being recommended to you by his Majesty's warrant; but I find such a report of the sobriety and diligence of the young man, and have received from himself such assurances of his resolution to apply himself studiously to his work and duty of seaman, that I cannot decline the accompanying him to you with this letter from myself . . . that you may give him your countenance . . . recommending him to the kindness of your master or some one of your mates, for their assisting him in his study of navigation. . . .'

3158. [p. 120.[5]] 29 *Aug. S. P. to the Commissioners of the Customs.*—About a pass for the Virgin, of Yarmouth, in that port bound for the Straits.

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[1] See note to No. 2181.

[2] MS. 'Lyonbergh.'

[3] See note to No. 2274.

[4] *D. N. B.* xxxi. 59.

[5] Out of order in the MS.

3159. [p. 121.] 30 *Aug. S. P. to Sir John Bramston,*[1] Vice-Admiral of Essex, at his house at Skreens, near Chelmsford.—The king is resolved to ease him entirely of the charges of the court of vice-admiralty he is going to hold at Burnham,[2] by bearing the same himself. The lords also authorise his present register and marshal to officiate in this court, notwithstanding their not having renewed their commissions, his Majesty's service not allowing time for the choice of new ones; besides the writer fears that 'the picking out of officers for this particular occasion may be misconstrued, as if it were done on purpose out of partiality to the king and the fishermen to the prejudice of my Lord Fitz-Walter.[3] . . . As for the judge, Mr. Bramston, your kinsman, has long since had a warrant from my lords for his succeeding his father in that place. . . .' Desires him to send up a copy of the fishermen's petition [3184].

Underwritten: 'Delivered that day to a young man, said to be his servant, and who came hither for it in Sir John's name, and a copy of it (with that from the lords) sent by the post the 31 Aug.' [3162].

3160. [p. 122.] 30 *Aug. S. P. to Captain Lassells,* Garland, in the Downs.—Doubts not that he has received his of the 28th [3156] wherein he acquaints him that a stop is put to his proceeding to Sweden, and that he is therefore to bring his ship into Sheerness, there to be discharged of the goods he had taken in for his transporting to Gottenburg.[5] He is to respite his taking in the intended month's provisions from Dover until he is unladen and returned to his station in the Downs, where the service 'greatly calls for more ships than it now hath.'

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[1] *D. N. B.* vi. 210.

[2] There are six Burnhams, but Burnham-on-Crouch is the only one in Essex.

[3] Benjamin Mildmay, Lord Fitz-Walter, claimed exclusive rights in Walfleet river. This claim was being contested by the fishermen of Burnham, Barling, and elsewhere, on the ground that it was a navigable river, 'a nursery for seamen,' had always belonged to the king and his predecessors, and was always free (*Cal. S. P. Dom* 1675-6, p. 376).

[4] See note to No. 2181.

[5] MS. 'Gottenbrough.'

3161. [p. 122.] 31 *Aug. S. P. to Captain John Wood*,[1] late commander of the Speedwell.—The king and lords, 'as well to their own present satisfaction as for the transmitting to posterity a true and distinct account of your late proceeding in your voyage with his Majesty's ship the Speedwell for the discovery of a passage by the north-east about the coast of Tartary to China and the East Indies,' desire that —forasmuch as by the 'unfortunate miscarriage' of the Speedwell[2] upon the coast of Nova Zembla 'your journal and papers . . . are . . . lost' except that 'the journal kept by your master is preserved'—'you do cause as perfect an account to be faithfully and distinctly drawn up . . . as by the help of your master's said journal and your own memory and notes you can prepare' . . . [3177].

3162. [p. 123.] 31 *Aug. S. P. to Sir John Bramston*,[3] at Skreens.—Understanding that his servant intends not to be with him before Saturday, the writer sends him a copy of his last letter, and that from the lords [3159].

3163. [p. 123.] 31 *Aug. S. P. to Captain Fasby*, Charles yacht, at Rye.—Complaint having been this day made to his Majesty that, whereas his intention in accommodating Lady Thornhill[4] with a yacht was that she might enjoy her passage therein privately, he received on board above 40 persons for passage without order, 'to her great dissatisfaction and disturbance,' his Majesty is very much displeased therewith, and it is his pleasure that no such liberty be hereafter taken.

3164. [p. 124.] 31 *Aug. S. P. to Mr. Skinner*,[5] merchant, to be left at Sir Nathaniel Herne's.[6]—The king and lords 'have been of late much solicited for the establishing some rules about health at Tangier suitable to what are observed in other places within the Straits, and have received some (undigested) proposals in order thereto. Now forasmuch as his Majesty, being satisfied in the expediency of having some such establishment settled, does think it advisable that in the doing thereof regard may be had to the methods used in other ports, and particularly at Livorne, I am commanded to apply myself to you in particular in this affair, as one whose experience is most deservedly to be relied upon therein,' and to pray advice upon the proposals enclosed.

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[1] See note to No. 2797.

[2] An account of this expedition and its 'miscarriage' in June 1676 is given in Charnock, *Biog. Nav.* i. 378. Pepys's *Register of Ships* gives in error the date 1678 (i. 277 *supra*).

[3] Vice-admiral of Essex [3159]. *D. N. B.* vi. 210.

[4] Probably Lady Johanna Thornhill, the widow of Colonel Richard Thornhill. As a daughter of Sir Bevil Grenville she had received in 1675 the precedence of an earl's daughter (*Cal. S. P. Dom.* 1675-6, p. 264).

[5] Mr. Ephraim Skinner had acted as consul at Leghorn [1699].

[6] See ii. 382 *n. supra.*

3165. [p. 123.[1]] 1 *Sept. S. P. to the Commissioners of the Customs.*—About a pass for the Ann, of Bristol, William Hammond master, at Bristol.

3166. [p. 124.] 2 *Sept. The same to the same.*—About a pass for the Olive Tree, of Bristol, Thomas North master, at Bristol.

3167. [p. 124.] 2 *Sept. The same to the same.*—About passes for the Susanna, of Bristol, and the Cork Merchant, of Bristol : at Bristol.

3168. [p. 124.] 2 *Sept. The same to the same.*—About a pass for the William, of Plymouth, George Painter master, now in that port.

3169. [p. 125.] 2 *Sept. S. P. to the Navy Board.*—The king and lords approve their proposition of having the Little Francis in the room of the Little Spragge, since she is unfit for her intended voyage to Virginia [3155] ; and that she be employed for the carrying of the Muscovite [2] into the Baltic instead of the Deptford ketch, and the ketch sent to Virginia in her room, who is to be manned by the commander and company of the Richmond yacht [3155].

The king is yet unresolved about the Bristol's victualling, so there are no further directions beyond the orders they are executing for supplying her with 8 months' victuals. The king hath this day resolved that she ought not to hazard the loss of so much time as the going to the Madeiras for beverage wine may occasion, and that therefore what she shall want of her drink be supplied here in brandy.

The lords agree to the number of men they propose for the Little Francis ; and for the Deptford ketch, her complement will be the number of the Richmond yacht's company, unless they shall propose any other.

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[1] Out of order in the MS.

[2] MS. 'Muscoveta'; but the reference must be to the Muscovite envoy mentioned in No. 3155.

3170. [p. 126.] 2 *Sept.* *S. P. to Captain Ashby*,[1] Rose, in the Downs.—The king and lords resolve that 'the galliot brought into the Downs by the Drake with five men on board her belonging to the French privateer, who had boarded her but were prevented in plundering her by the badness of the weather,' be left to proceed on her voyage, after oath made by her master and some of her company of the truth of fact relating to the privateer's boarding her, the 5 men being kept in custody till further order.

3171. [p. 126.] 2 *Sept.* *S. P. to Lieutenant Scroope.*—Has communicated to Sir John Berry his Majesty's direction for his discharging him from his present attendance on the Bristol, as also for his giving him a certificate touching his comportment aboard, according to which he will by the present rules of the navy be entitled to wages for his said time [3172].

3172. [p. 126.] 2 *Sept.* *S. P. to Sir John Berry.*[2]—He is to discharge Lieutenant Scroope [3171], now extraordinary midshipman on board his ship, at his desire 'upon some occasion happening to him relating to his estate here,' and to give him a certificate.

3173. [p. 127.] 4 *Sept.* *S. P. to the Commissioners of the Customs.*—About [a pass for] the Lamb, of Plymouth, now in that port bound for the Straits.

3174. [p. 127.] 4 *Sept.* *The same to the same.*—About [a pass for] the Neptune, of Hull, Matthew Cracombe[3] master, at Hull bound for the Straits.

3175. [p. 127.] 4 *Sept.* *The same to the same.*—About [a pass for] the Exeter Merchant, of Exeter, Derby Hickey master, now at Exeter bound for the Madeiras.

3176. [p. 127.] 4 *Sept.* *The same to the same.*—About [a pass for] the Pearl, of Topsham, William Strong master; [the] Christopher, of Topsham, William Salter master; [the] Elizabeth, of Topsham, William Mann master; and the Sallow, *alias* Swallow, of Topsham: now in the port of Topsham bound to the Straits.

3177. [p. 127.] 4 *Sept.* *S. P. to the Navy Board.*—

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[1] Commander-in-chief in the Downs [3123].

[2] See note to No. 2274.

[3] MS. 'Crakam.'

Besides the general charge lately given him by the king and lords of providing employment for the officers of the Speedwell, lost upon the coast of Nova Zembla,[1] the writer has this morning received his Majesty's particular directions in favour of Mr. Collins, her master, from whom and his journal of her late voyage his Majesty hath received so much satisfaction [3161] that instead of the Assurance, where Sir Robert Robinson[2] hath desired he might have him, it is his pleasure that he be appointed to the mastership of the galley frigate now going forth from Woolwich.[3]

3178. [p. 128.] 4 *Sept. S. P. to the Commissioners of the Customs.*—About [a pass for] the George, of Bristol, Samuel Isaac master, now in that port bound for Virginia.

3179. [p. 128.] 4 *Sept. The same to the same.*—About [a pass for] the St. George, Michael Furlong master, at Dover bound for the Straits.

3180. [p. 128.] 5 *Sept. The same to the same.*—About [a pass for] the Lion, of Liverpool, Thomas Watts [master], at Plymouth bound to the Straits.

3181. [p. 128.] 5 *Sept. The same to the same.*—About [a pass for] the Patience, at Plymouth, John Davis master, bound for Rochelle and Lisbon.

3182. [p 128.] 5 *Sept. The same to the same.*—About [a pass for] the Benjamin, of Topsham, Robert Lyde master, bound for Barbados.

3183. [p. 127.[4]] 5 *Sept. The same to the same.*—About a pass for the Arthur, of London, Henry Oak master, at Lancaster bound to Jamaica.

3184. [p. 127.[4]] 5 *Sept. S. P. to Mr. Christian.*—Sends him for the use of Lord Fitz-Walter a copy of the petition from the fishermen of the river of Walfleet [3159].[5]

3185. [p. 128.] 5 *Sept. S. P. to the Navy Board.*—His Majesty being informed of the misfortune lately befallen the carpenter of the Katherine yacht in endeavouring to prevent her receiving damage by a custom-house vessel running on board her, to the endangering the loss of the use of his hand, it is his pleasure that his place be supplied for this service by a carpenter from Deptford Yard, which they are accordingly desired to see done by directing the clerk of the check therein.

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[1] See note to No. 3161.

[2] See note to No. 2872.

[3] See note to No. 3240.

[4] Out of order in the MS.

[5] See note to No. 3159.

3186. [p. 128.] 5 *Sept. Certificate from S. Pepys*, at the request of Mr. William Milles on behalf of Abraham Stock, owner of the Abraham, of Dover, John Underdown master, that on 22 February last a pass to continue in force for one year was granted her by the lords of the admiralty, pursuant to the treaties with Argeir, Tunis, and Tripoli.

3187. [p. 128.[1]] 7 *Sept. S. P. to the Commissioners of the Customs.*—About a pass for the Hannah and Elizabeth, of Bristol, Samuel Cole master, at Bristol bound for the Straits.

3188. [p. 129.] 7 *Sept. S. P. to Mr. Edmund Paine*, master of the Joseph and Benjamin, merchantman, or *Mr. Jones*, master of the George.—Having understood from this gentlewoman, the bearer, his having received on board him, in order to his transporting him to Virginia, a son of hers, one Philip Hanbury, who 'is neither at his own disposal nor hath any reasonable occasions to call him out of his own country,' the writer advises his discharge [3222].

3189. [p. 129.] 7 *Sept. S. P. to the Navy Board.*—By the special command of the king and lords the writer accompanies with this letter the enclosed certificate of Sir John Narbrough's[2] from Tripoli on behalf of the bearer, Captain Augustus Lhostein,[3] that some means may be found of giving him the benefit of their order of 25 July (' on behalf of the persons employed in that great and happy action of Sir John Narbrough's against Tripoli ')[4] with as little trouble as may be.

Margin: 'About Captain Lhostein's bounty money for his service at Tripoli.'

3190. [p. 129.] 7 *Sept. S. P. to the Commissioners of the Customs.*—About passes for the Charles, of Plymouth, Richard Davis master, and the Margaret and John, of Plymouth, John Hutchins master: at Plymouth, bound for the Straits.

3191. [p. 129.] 7 *Sept. S. P. to Mr. Skinner*,[5] a merchant, London.—Thanks for his of the 5th.

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[1] Out of order in the MS.

[2] *D. N. B.* xl. 89.

[3] Commander of the Antelope. See ii. 24 *n. supra.*

[4] See Introduction, p. xiv. *supra.*

[5] See note to No. 3164.

3192. [p. 130.] 7 *Sept. S. P. to the Navy Board.*—Encloses the lords' order relating to their despatch of the Little Francis and Deptford ketch [3169], and will take the first opportunity of giving them the like with reference to the directions the king and lords shall think fit to have sent to Captain Beverly. Either to-morrow or Saturday the board will have to provide boats for the carrying down of about 70 men from Tower Wharf to one or two of the yachts appointed for carrying them on board the Assurance for Tangier [3204]; therefore desires them to provide as many hammaccoes, on the writer's promise to see them paid for as soon as the true number used shall be known. Encloses also the lords' orders touching the cleaning of the Garland at Sheerness.

3193. [p. 130.] 7 *Sept. S. P. to Captain Lassells,*[1] commander of the Garland, at Sheerness.—Prays him to hasten his getting the King of Sweden's goods on shore [3156, 3160], as also in his cleaning and caulking, that he may lose no time in getting back to his station in the Downs, where the service in general and the insolence of the privateers in particular does greatly call for him.

3194. [p. 131.] 7 *Sept. S. P. to Mr. Shish,*[2] master-shipwright at Sheerness.—Desires he will hasten the Garland.

3195. [p. 131.] 7 *Sept. S. P. to Sir Robert Robinson,*[3] commander of the Assurance, at the Nore.—He is to receive on board him from the Countess of Middleton 'one or more chests containing a tomb which she has caused to be made for her late lord, the same being to be transported to Tangier.'[4]

3196. [p. 131.] 9 *Sept. S. P. to the Commissioners of the Customs.*—[About a pass] for the Friendship, of London, Matthew Fox master, at Dover.

3197. [p. 131.] 11 *Sept.* 'Monday morn.' *S. P. to Mr. Pett,*[5] master-shipwright at Woolwich.—'. . . His Royal Highness having some occasion of going out of town a Thursday, his Majesty was pleased to determine that you proceed' to the launching of the galley frigate[6] to-morrow, 'choosing rather that some little of her joinery and carving be left to be done on float, rather than either defer the day, or have it done the duke not present, who desires to be at it. . . .'

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[1] See note to No. 2181.

[2] See ii. 339 *n. supra.*

[3] See note to No. 2872.

[4] See ii. 346 *n. supra.*

[5] See ii. 92 *n. supra.*

[6] See note to No. 3240.

3198. [p. 132.] 11 *Sept. S. P. to the Commissioners of the Customs.*—About a pass for the Charles, of London, John Brewer master, at Portsmouth bound for the Straits.

3199. [p. 132.] 11 *Sept. The same to the same.*—About a pass for the Lancaster, of ——, Joseph Tucker master, at Lancaster bound ——.

3200. [p. 132.] 11 *Sept. The same to the same.*—About a pass for the St. Martin, of London, John Pearce [master], at Cowes.

3201. [p. 132.] 11 *Sept. S. P. to Mr. Secretary Coventry.*[1]—Puts him in mind (as commanded by the king and lords at the admiralty-table on Saturday last) of acquainting the government of Argeir[2] about the alteration in the passes, wherein by the rules last established their force is made to continue to the end of the voyage, instead of for a year only, as in the late proclamation.[3]

3202. [p. 132.] 11 *Sept. S. P. to Captain Ashby,*[4] commander of the Rose, in the Downs.—Thanks for his advice of the 10th of the Drake's bringing in the Ostend privateer. Encloses his Majesty's warrant for his sending the Greyhound or Drake to give convoy to some horses belonging to the King of France, now going over from Dover to Calais.

3203. [p. 133.] 11 *Sept. S. P. to Captain Sanderson,*[5] commander of the Portsmouth yacht, at Greenwich.—To put his yacht in readiness to carry Mr. Montagu[6] (his Majesty's ambassador to the French king) with his lady, family, and train to Dieppe, having regard to his accommodation, 'that no complaint be brought to his Majesty (as hath of late been concerning others [3163]) of the want of room and convenience to those to whom his Majesty grants the use of his yachts, by their taking strangers on board without order.'

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[1] *D. N. B.* xii. 357.

[2] MS. 'Algeir.'

[3] See Introduction, p. xxi. *n. supra.*

[4] Commander-in-chief in the Downs [3123].

[5] See note to No. 2860.

[6] Ralph Montagu or Mountagu, afterwards Duke of Montagu, had been appointed ambassador extraordinary to Louis XIV. on 1 Sept. 1676 (*D. N. B.* xxxviii. 263).

3204. [p. 133.] 11 *Sept. S. P. to Captain Wright,*[1] commander of the Kitchen yacht.—He is to receive so many soldiers and officers not exceeding 52 to be sent to Tangier for the king's service there as shall be put on board him by order of Captain Mackenny,[2] and carry them to the Assurance [3192], and to victual them and what further number of soldiers shall be sent along with them as a guard in the same manner as his ship's company. He is to carry also such boxes and other parcels of guns, saddles, and other things for the king's service as Captain Mackenny[2] shall put on board him, as also what hammaccoes he shall receive from the navy board; and this done to return to Deptford.

3205. [p. 134.] 11 *Sept. S. P. to Sir Robert Robinson,*[3] commander of the Assurance, or in his absence to the chief officer on board.—To receive and victual in their passage the soldiers designed for Tangier [3204, 3213].

3206. [p. 134.] 13 *Sept. S. P. to Captain Wright,*[1] commander of the Kitchen yacht, at Woolwich.—He is not to receive any more men on board him for Tangier than were actually put on board him by Captain Mackenny from the Tower on Monday last [3204], but to make the best of his way down to the Assurance [3205]. He is to 'overhaul' the said men and report to the writer in reference to 'their age and ability of body,' it having been reported 'that a great part of them are such as from their defects in those particulars will not be found capable of doing his Majesty much service.'

3207. [p. 135.] 13 *Sept. S. P. to the Commissioners of the Customs.*—About a pass for the Benjamin and Elizabeth, of London, Robert Gildersleve master, at Harwich bound for the Straits.

3208. [p. 135.] 13 *Sept. The same to the same.*—About passes for the Ewe and Lamb, of London, Abraham Harman master; and for the Concord, of London, Robert Knott master: at Cowes bound for the Straits.

3209. [p. 135.] 13 *Sept. The same to the same.*—About a pass for the Prudence, of London, John Johnson master, now in the Downs bound for the Straits.

3210. [p. 135.] 13 *Sept. The same to the same.*—

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[1] See ii. 12 *n. supra.*

[2] MS. 'Makenny.'

[3] See note to No. 2872.

About a pass for the Hamburg[1] Merchant, of Hull, John Wakelin[2] [master], in the Downs.

3211. [p. 135.] 13 *Sept. The same to the same.*—About a pass for the Providence, of Bristol, William Jeffreys master, at Bristol.

3212. [p. 135.] 14 *Sept. S. P. to Mr. Hopegood.*—'Our pink the Prosperous' is to be disposed of by public sale, his Royal Highness designing to make some other provision for Captain Flawes.[3] Gives him notice thereof by desire of Sir John Bankes,[4] that he may give orders for the sale to Mr. Bowles and Captain Flawes.

3213. [p. 135.] 14 *Sept. S. P. to Captain Day,*[5] or his mate.—To receive on board the Bezan yacht Sir Robert Robinson,[6] with what goods either of his own, the Lord Dungan,[7] or the Portugal envoy he shall direct, and to carry him down to the Assurance at the buoy of the Nore; and this done to return to Deptford.

Postscript.—He is also to receive anything from Lady Middleton [3195]; the arms contained in the enclosed paper, which will be sent on board him by Captain Mackenny; and the 20 persons mentioned in the enclosed list as troopers for the garrison of Tangier.

3214. [p. 135.] 15 *Sept. S. P. to the Commissioners of the Customs.*—[About passes] for the Antelope, of Belfast, Thomas Hilman master, at Bristol bound for the Straits; and the Tradegar, of Newport, William Wraxell master, at Bristol bound for Barbados.

3215. [p. 136.] 15 *Sept. S. P. to Sir Robert Robinson.*[6]—It is the king's pleasure that he discharge two youths now on board him as soldiers for Tangier, 'neither of them above 16 years of age, and both of them schoolboys belonging to the Charterhouse, one of them named John King, son of Thomas King, Esquire, a member of the House of Commons, and the other, Charles Yarroway—the same being seduced from Southwark Fair, and shipped against their wills'; and to cause a list to be sent up hither of all the persons brought on board him for this service, with 'their age, ability of body, and quality by trade or otherwise.'

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[1] MS. 'Hambro.'

[2] MS. 'Waklin.'

[3] Captain William Flawes, formerly captain of the Quaker ketch, had been appointed to command the Prosperous pink by a commission dated 2 May, 1676 (i. 350 *supra*). She was an armed merchant vessel hired by the Duke of York and others to accompany the Speedwell in the expedition for the discovery of the North-East Passage (Charnock, *Biog. Nav.* i. 164; see also No. 3161 and note, and Introduction, p. xxiv. *supra*).

[4] See note to No. 2825. Sir John Bankes was one of the promoters of the expedition for the North-East Passage (Charnock, *Biog. Nav.* i. 378).

[5] See note to No. 3118.

[6] See note to No. 2872.

[7] See note to No. 3315.

3216. [p. 136.] 16 *Sept. A List of Privateers*, brought in since the last advertisement [3148].—Delivered to Mr. Secretary Williamson, 16 Sept. In the Downs: Ann, of Ostend, 16 tons, William Deswarle commander, a square-sterned open sloop, with 2 guns and 20 men; St. Teresa, of Dunkirk, 20 tons, Charles Marshall commander, a square-sterned sloop with a deck, a small head and the figure of a cat thereon, her foresail and fore-topsail furling aloft, 38 men, 3 guns, and 1 pederero.[1] At Falmouth: Viva Oranga, of St. Malo, 50 tons, Duval[2] Manage [*sic*] commander, frigate-built, with an orange-tree in her stern, 3 masts, and a small white lion in her head, 6 guns, and 53 men.

3217. [p. 137.] 16 *Sept. S. P. to Captain Ashby*,[3] Rose, in the Downs.—To detain the Ostend privateer brought in by the Drake and the French privateer sloop by the Greyhound until further order.

3218. [p. 137.] 16 *Sept. S. P. to Sir John Narbrough*,[4] commander of the Harwich, at Plymouth.—His Majesty and Royal Highness 'receive the tidings of your return home with perfect satisfaction, the considerations leading you thereto being such as gives them full content in your so doing; which that you may receive more amply from themselves, I am by their further directions to let you know that so soon as you shall be arrived at Portsmouth it is his Majesty's pleasure that you attend him here, in order as well to the informing himself more fully in all particulars relating to the present posture of his affairs with Algeir, as to the receiving your advice in what may be fit for him to do thereon with respect to his honour and the security of his subjects' trade concerned in the same.'

'Which having said, and that it is his Majesty's pleasure that the vessel with the brimstone be according to your advice ordered about into the river of Thames, I shall respite my own enlargement upon any particulars till I have the opportunity (which I shortly hope for) of seeing you here, adding only that I do most joyfully entertain the news of your arrival in England, not only for your sake (though that be a great deal as being most faithfully concerned for your safety and good success) but for the king our master's, to whom (among other good reasons) your presence will be most essentially useful in the right determining of the method most fit to be taken in the prosecution of that chargeable and untimely war which the late proceedings of the Algerines will I doubt inevitably plunge us into [3223]. So with my most affectionate respects and congratulation of your return home in safety after so much good and honourable service performed for his Majesty abroad, I remain . . .'

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[1] MS. 'paterero.' See note to No. 2068.

[2] MS. 'Duevall.

[3] Commander-in-chief in the Downs [3123].

[4] *D. N B.* xl. 89

Underwritten: A duplicate sent to Portsmouth.

3219. [p. 138.[1]] 17 *Sept. S. P. to Captain Wright,*[2] commander of the Kitchen yacht, at Greenwich.—To carry Lord Dungan[3] to the Assurance at the Nore, and this done to return to Greenwich.

3220. [p. 138.] 18 *Sept. S. P. to Captain Day,*[4] commander of the Merlin, at Greenwich.—To carry Sir Robert Robinson to the Assurance at the Nore; as also the bearer, Mr. John Walbanke, with 10 wooden chests of money for the garrison at Tangier.

3221. [p. 139.] 18 *Sept. S. P. to Sir Robert Robinson,*[5] commander of the Assurance, at the Nore.—To carry Mr. Donovan and his wife to Tangier, whither he is bound by order from Lord Inchiquin,[6] to be entertained as a sergeant in the service of that garrison.

3222. [p. 139.] 19 *Sept. S. P. to Sir John Berry,*[7] commander of the Bristol, at Portsmouth.—To discharge Philip Hanbury, who is lately gone from his friends, and is supposed to be on board him; his mother is very earnest to have him home again, his absence being likely to be very prejudicial to her [3188].

3223. [p. 139.] 19 *Sept. S. P. to Mr. Pett,*[8] master-shipwright at Woolwich.—Encloses him a note written with the king's own hand.

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[1] Out of order in the MS.

[2] See ii. 12 *n. supra.*

[3] See note to No. 3315.

[4] See note to No. 2967.

[5] See note to No. 2872.

[6] MS. 'Insiqueen.' See note to No. 3238.

[7] See note to No. 2274.

[8] See ii. 92 *n. supra.*

3224. [p. 139.] 20 *Sept. S. P. to the Commissioners of the Customs.*—About a pass for the Love ketch, of Topsham,[1] Richard Whithall master, now in that port bound for Madeira and Nevis.

3225. [p. 139.] 20 *Sept. The same to the same.*—About a pass for the Frederick, of Plymouth, John Matthews master, now in that port bound for the Straits.

3226. [p. 140.] 20 *Sept. S. P. to Sir John Tippetts*, surveyor of the navy.—He is to consider 'what ships of the smallest 3rd rates and what 4th rates may be with the least charge and in shortest time fitted forth for the service of the Straits against the Algerines.' The precise number to be employed the king cannot determine till the coming in of Sir John Narbrough [3218], but it may be half a score or a dozen.

3227. [p. 140.] 20 *Sept. S. P. to Captain Ashby*,[2] commander of the Rose, in the Downs.—He is to detain the 5 Frenchmen taken on board the galliot, and to send up to the king and lords a copy of the examination of her master and one of his men [3256].

3228. [p. 141.] 20 *Sept. S. P. to the Navy Board.*—Has moved the king and the commissioners for Tangier in what they mention about Sir Palmes Fairborne.[3] As to what they lately wrote upon advice from Commissioner Beach[4] touching the purser of the Royal Oak, the writer must needs do him right to let them know that upon the failure of his deputy to do the duty he applied himself to the lords for leave to nominate another, which, being not readily granted until information was had of the person whom he then proposed, was not given until 29 Aug., when they signed a warrant for the putting in of one Francis Quayle,[5] upon a certificate of fitness from Captain Page and some of the officers of Chatham Yard; since which time, if any failure hath been in the performance of his duty by himself or deputy, it will be held inexcusable by the lords. As to the pay of the carpenter they sent on board the Katherine yacht to officiate during the illness of her carpenter, it was thought that the continuing him upon the books in Deptford Yard during the time he should be so employed in the Katherine would be sufficient recompense, but in case they judge it not so, a bill may be made out for such sum as they shall judge him to deserve over and above his pay as a carpenter in the yard; for which upon their report thereof they will receive the orders of the lords.

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[1] MS. 'Topham.'

[2] Commander-in-chief in the Downs [3123].

[3] See note to No. 2212.

[4] Sir Richard Beach was resident commissioner of the navy at Chatham [2756].

[5] MS. 'Quale.'

3229. [p. 140.[1]] 21 *Sept. S. P. to the Officers of the Ordnance.*—This is to acquaint them that the bearer, Mr. Pinder, gunner of the Diamond, being acquitted of embezzlement by the court-martial [3099], the lords have sent to the navy board to remove the stop put upon his wages.

3230. [p. 142.] 21 *Sept. S. P. to Captain Long,*[2] first lieutenant of the Harwich, at Plymouth.—Thanks him for letters while he was in the Straits, and particularly for his account of 'the proceedings of his Majesty's affairs under Sir John Narbrough's conduct.' Will mention his service to the king and his Royal Highness when they shall come to the appointment of any commanders for the service he speaks of.

3231. [p. 142.] 21 *Sept. S. P. to Benjamin Pender, Esq.*, Mayor of Falmouth.—Has received the letter from himself and the collector of customs of his port, intimating their having put a stop to a privateer of St. Malo, lately come in thither; the writer has caused it to be put in the 'Gazette.'

3232. [p. 143.] 23 *Sept. S. P. to Sir Robert Robinson,*[3] commander [of the] Assurance, at the Nore.—Has written to the officers of the navy to hasten down the beer [3233]. Desires him to make all despatch he can to get his ship into the Downs and in a readiness to proceed on his voyage.

3233. [p. 143.] 23 *Sept. S. P. to the Navy Board.*—Desires them to hasten down Sir Robert Robinson's beer [3232].

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[1] Out of order in the MS.

[2] William Long, formerly commander of the Zante frigate, had been appointed first lieutenant of the Harwich 26 April, 1675 (i. 380 *supra*).

[3] See note to No. 2872.

3234. [p. 143.] 23 *Sept. S. P. to Captain Tyte,*[1] commander of the Deptford ketch.—To carry 6 tons of small shot to Virginia for the use of the plantation.

3235. [p. 144.] 23 *Sept. An Account of a Privateer* brought into the Downs since the last advertisement [3216].—The St. Peter, of Ostend, an open sloop, with a small square stern all black, one gun and 24 men, Captain Jacob de Wrimer commander.

Underwritten: 'Delivered to Sir Joseph Williamson,[2] 24 Sept. 1676.'

3236. [p. 144.] 23 *Sept. S. P. to the Earl of Danby,* lord high treasurer of England, at Rycote.[3]—Encloses an account of the present state of Sir John Narbrough's[4] fleet [3237]. As for the convoy which some merchants are said to have made application to him about and to be now waiting for, the only convoy this day demanded within the writer's notice is that relating to our merchant ships bound for Turkey, who are offered the Assurance, now bound for the Straits; but by a message this day brought from the Turkey Company by Mr. Buckworth[5] and some other of its members, they choose rather to stay for the company of what ships his Majesty shall think fit to send next thither, which he has been pleased to signify his purpose of coming to some speedy resolution about after he has conferred with Sir John Narbrough touching the same.

Underwritten: 'To be left with the postmaster at Oxford.'

3237. [p. 145.] 23 *Sept. State of Sir John Narbrough's fleet.*

Harwich, Holmes, Ann and Christopher,	fire-ships	'Came to Plymouth 9 days since, the first designed for Portsmouth, the two latter into the River, but none of them yet arrived.
Dragon, Portsmouth,		'Left by Sir John Narbrough 30 days since at sea near Cape St. Vincent, bound for England in convoy of merchantmen, and may daily be expected in.

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[1] See note to No. 2844.

[2] Secretary of state [3035]. *D. N. B.* lxii. 2.

[3] MS. 'Rycott.' Rycote was the Oxfordshire seat of Lord Norreys (afterwards Earl of Abingdon), whose sister Danby had married (*D. N. B.* xlii. 303).

[4] *D. N. B.* xl. 89.

[5] See ii. 180 *n. supra.*

Yarmouth, Swan,	'Left by him to convoy some English ships from Cadiz to Livorne, where he reckons they may be by the end of this month, with orders from thence to come for England.
Swallow, Asssistance, Dartmouth,	'Sent by Sir John Narbrough, the first to Smyrna, the two latter to Scanderoon, for the convoying some merchant ships thence unto England, where the time of expecting them yet wholly uncertain.'

Underwritten: Mem° : One of these was enclosed to the lord treasurer [3236]; the other to the lord privy seal [3238].

3238. [p. 145.] 23 *Sept.* *S. P. to the Earl of Anglesey,*[1] lord privy seal.—Thanks him for his addition to Sir Timothy Ferrell's late letter, and is sorry that Lady Russell,[2] towards whose family the writer owns so much obligation, should 'miss in any degree of accommodation and content' which she expected in her passage from Captain Wright[3]; 'not that either the perfection of courtship is to be looked for from a tarpauling, or the fulness of accommodation from so small a ship as the Phœnix, pestered as she must be for so long a voyage;' but will let Captain Wright understand 'that in this case both might have been bettered.'

'The principal (if not only) matter now stirring in the navy, is that of providing for the discharge of Sir John Narbrough's fleet as fast as it comes in (the present state whereof I particularly enclose [3237] and for which money is, thanks be to God, said to be in readiness), and the determining upon what fresh squadron he shall be sent back with for demanding reason of the Algerines, in which his Majesty is pleased to respite his coming to any resolution till he shall have had opportunity of conferring personally' with Sir J. N. [3218].

As to our ships of late carried in by the French, 'they continue obstinately to deny their having either carried in any ship without good suspicion, or condemned them where any appearance has been found of their propriety being English, leaving it upon us to prove the contrary;' with some offers said to be made by Monsieur Courtin[1] towards an adjustment of matters for the future. But all the hopes the writer has of any good issue hereto arises from 'the consideration of Mr. Brisbane's[2] fitness for the service he is now going over to Paris upon, for the soliciting that court in the particular matters relating to this business [3267], the past miscarriages whereof seem universally imputed to some failures in Sir Ellis Leighton,[3] who is this day arrived here from thence in order to his justification therein.'

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[1] *D. N. B.* ii. 1.

[2] The margin refers to Sir James Russell.

[3] Captain Lawrence Wright, commander of the Phœnix. See note to No. 2788.

Lord Inchiquin[4] 'has lately delivered in his answer to the paper of charges against him, the substance of which answer (saving in the particular of false musters and some one point more, wherein his replies are less satisfactory) lies for the most part in a flat denial of fact'; upon which his Majesty has resolved of transmitting both papers to Tangier, with power lodged in some hand there for taking informations upon oath on either side. The issue whereof the writer cannot so well foresee as he is at this day convinced that 'the government of Tangier is in a much more hopeful condition of doing well under the hand that now manages it'[5] than he remembers it to have been at any other time. Wishes the best effects of his present retirement in reference to his health.

Underwritten: 'To be left with the postmaster at Oxford.'

3239. [p. 142.[6]] 24 *Sept. S. P. to the Commissioners of the Customs.*—About a pass for the Hope, of Teignmouth, Robert Key master, at Topsham.

3240. [p. 147.] 24 *Sept. S. P. to the Navy Board.*—This is not by any means to offer at the introducing any other method of appointing masters than that of its being done by their board upon examination first had at the Trinity House; but the bearer, Mr. William Blagge, late master of the Diamond, 'having been in particular recommended to his Majesty and his Royal Highness (to the latter of whom he is personally known) not only for his general ability as a seaman, but for his having been heretofore employed in galleys in the Venetian service, and having been already assisting to Mr. Pett at Woolwich in the placing of the banks and other things relating to the galley-frigate lately by him built,' the writer is to recommend him to the board for the mastership of the other, building by Mr. Deane at Blackwall.[1]

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[1] Courtin was Ruvigny's successor as French ambassador (Ranke, *History of England*, iv. 21).

[2] See note to No. 3267.

[3] See note to No. 2863.

[4] See *D. N. B.* xli. 330. William O'Brien, Earl of Inchiquin, had been appointed governor of Tangier in 1674, and on 5 March, 1675, he had received a commission as colonel of the foot regiment 'raised or to be raised' in Tangier, and captain of a company in the said regiment (*Cal. S. P. Dom.* 1675–6, p. 8).

[5] Sir Palmes Fairborne had been appointed joint deputy-governor, in the absence of the Earl of Inchiquin, in May, 1676 (*D. N. B.* xviii. 125).

[6] Out of order in the MS.

3241. [p. 147.[2]] 25 *Sept.* *S. P. to the Commissioners of the Customs.*—About passes for the Alicante Merchant, of Bristol, William Joye master; the Baltimore, of Bristol, John Codnes master; and the Star, of Bristol, Robert Con[y]ers master: at Bristol bound for the Straits.

3242. [p. 147.[2]] 25 *Sept.* *The same to the same.*—About a pass for the Hopewell, of Boston, James Cade master, in Cowes Road.

3243. [p. 148.] 25 *Sept.* *S. P. to the Navy Board.*—They are to have a conference with the victuallers about the point in difference of the interpretation of the contract, before the victualling declaration can be properly moved to the king and lords.

3244. [p. 148.] 26 *Sept.* *S. P. to Sir Roger Strickland,*[3] of the Dragon, at Portsmouth.—Has received his of the 22nd, intimating his being safe returned with his ship to Portsmouth. He is to remain there until further order, sending up an account of the state of his ship.

3245. [p. 149.] 26 *Sept.* *S. P. to Captain Story,*[4] commander of the Portsmouth, at Plymouth. Has received his of the 22nd, and congratulates him on his safe return with his ship, being sorry for the great difficulties he was likely to be exposed to by the shortness of his victuals. Instead of coming to Deptford he is to go to Portsmouth, there to be refitted for the sea, and to send up an account of the present condition of his ship.

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[1] On the origin of the Charles and James galley-frigates see i. 228 *supra*. The Charles galley, built at Woolwich by Phineas Pett, was 114 feet in length, with a beam of 28½ feet, 492 tons burden, and carried 32 guns (i. 270 *supra*). The James galley, built at Blackwall by Anthony Deane, junior, was 104 feet in length, with a beam of 28 feet 1 inch, 436 tons burden, and carried 30 guns (*ib.* p. 272). They were both classed as 4th-rates.

[2] Out of order in the MS.

[3] *D. N. B.* lv. 52.

[4] On Captain James Story see Charnock, *Biog. Nav.* i. 298.

3246. [p. 149.] 26 *Sept. S. P. to Captain Lassells,*[1] Garland, at Sheerness.—Has advice from the officers of the navy that the month's victuals, which was formerly ordered for him from Dover and was prepared there, is now coming about to him to Sheerness, which with what he has already on board will be sufficient to carry with him into the Downs; but in case any of it prove bad, upon his acquainting the navy board with it they will take care for having it surveyed and changed.

3247. [p. 149.] 26 *Sept. S. P. to Captain Coleman.*[2]—Expects his further advice concerning the privateer whose commander he has secured.

3248. [p. 150.] 26 *Sept. S. P. to Captain Mackenny.* —'Having been applied to by a poor woman complaining that herself and some small children will be liable to ruin in case her husband, Thomas Batley,[3] be taken away from them' to serve as a soldier at Tangier, and 'she being willing not only to repay the moneys he may have received of his Majesty, but to provide another man to serve the king in his room as capable of service as he,' the writer conceives it would be 'judged a matter of great severity' in case her husband be not upon these terms exchanged.

3249. [p. 150.] 26 *Sept. S. P. to Sir John Kempthorne,*[4] Portsmouth.—To see the Dragon and the Portsmouth forthwith refitted for the sea [3244, 3245].

3250. [p. 150.] 26 *Sept. S. P. to Captain Day,*[5] at present commanding the Merlin yacht.—He is to receive on board him here in the river of Thames the goods of Mr. Arthur Fleetwood, and then to sail unto Rye, 'where, bringing the said yacht as near the shore as [he] conveniently may for the greater convenience of the said Mr. Fleetwood (under his present sickness),' he is to transport him to Dieppe or such other port in France as he shall choose, and this done to return to Greenwich.

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[1] See note to No. 2872.

[2] Captain William Coleman was collector of customs at Plymouth [2948].

[3] MS. 'Battly.'

[4] See note to No. 2734.

[5] See note to No. 2967.

3251. [p. 150.] 28 *Sept. S. P. to the Commissioners of the Customs.*—About a pass for the William and George, of Bristol, William George master, at Bristol bound to Barbados.

3252. [p. 151.] 28 *Sept. S. P. to the Navy Board.*—'I have received so pressing a letter from Sir Robert Robinson,[1] showing me the inconvenience of his continuing where he now lies, occasioned only by the want of his beer, that though we did discourse it yesterday with the victuallers at your board and had their answer to some seeming satisfaction about it, I cannot but mention it to you again by this; the soldiers (among other evils) beginning to grow sickly, and likely to grow more so if not despatched away; towards which he having proposed to his Majesty that his ship may come up to the Hope, as being the readier place for beer to come down to and the easier for its being taken on board, his Majesty is pleased to yield thereto' [3257].

Sir John Berry[2] seems to be 'in great strait for his being timely possessed of the beef which the victuallers by their discourse yesterday seemed under a necessity of supplying from this town, with purpose of sending it round by the Deptford ketch, to which Sir John Berry objects the want of room' in her. The board are to examine this, and if true to consider by what other means this may be made up to him, towards which he proposeth either its being sent down by waggon or provided at Plymouth.

3253. [p. 152.] 28 *Sept. S. P. to Lieutenant Dunbar,*[3] lieutenant of the galley-frigate the Charles.—To entertain Mr. Francis Robinson as his chaplain, 'who hath already served as chaplain in several of his Majesty's ships.'

3254. [p. 152.] 28 *Sept. S. P. to Captain Ridley,*[4] Wivenhoe fireship, at Portsmouth.—There is no orders as yet issued for the fitting out of any ships to sea, but when there is, and he shall acquaint the writer with his occasions for coming to town, he will move his Majesty therein.

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[1] Commander of the Assurance [3257]. See note to No. 2872.

[2] Commander of the Bristol [3259]. See note to No. 2274.

[3] James Dunbar's commission to the Charles galley is dated 22 Sept. 1676 (i. 346 *supra*). He had previously served as first lieutenant of the Newcastle (*ib.*).

[4] See note to No. 2418.

3255. [p. 152.] 28 *Sept. S. P. to Sir Roger Strickland*,[1] commander of the Dragon, at Portsmouth.—Leave to come up to town.

3256. [p. 153.] 28 *Sept. S. P. to Captain Ashby*,[2] commander of the Rose, in the Downs.—Has received the examination of the master of the galliot [3227], and will acquaint the lords; in the meantime he is still to detain the Frenchmen. Has put the privateer brought in by the Greyhound into the 'Gazette.'

Postscript.—Prays him to send word whether any complaints are yet come against the privateer called the St. Teresa, of Dunkirk, Charles Marshall commander, which hath been for some days detained in the Downs [3216]; also to inquire what countryman Captain Marshall is [3258].

3257. [p. 153.] 28 *Sept. S. P. to Sir Robert Robinson*,[3] commander of the Assurance, at the Nore.—He is to bring his ship into the Hope to take in beer [3252]. As to his desire for having a press-warrant, the lords 'have not used to give order for the impresting of any men in times of peace.'

3258. [p. 154.] 30 *Sept. S. P. to the Bailiffs of Yarmouth.*—They have done well in detaining the Dunkirk privateer, advice whereof being ordered to be published in the Monday's 'Gazette' they are to continue to detain her and her company until further order from the king or lords. They are to return the names and qualities of those who (besides her commander) are his Majesty's born subjects, and to secure them for punishment.

3259. [p. 154.] 30 *Sept. S. P. to Sir John Berry*,[4] commander of the Bristol.—Desires his attending the king about Virginia at Mr. Secretary Coventry's[5] office at Whitehall at 3 to-morrow.

Underwritten: 'The like to Captain Anthony Young.'[6]

3260. [p. 135.] 30 *Sept. S. P. to Captain Ashby*,[2] commander of the Rose, in the Downs.—Encloses the king's order for his stopping all merchant ships bound to Virginia and Maryland, and for discharging the St. Teresa, a privateer of Dunkirk [3256].

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[1] *D. N. B.* lv. 52.

[2] Commander-in-chief in the Downs [3123].

[3] See note to No. 2872.

[4] See note to No. 2274.

[5] *D. N. B.* xii. 357.

[6] See ii. 56 *n. supra.*

3261. [p. 155.] 2 *Oct. Memorandum for the Secretaries of State.*[1]—'That order be forthwith sent to the Lieutenant of Dover Castle to lay an embargo until further order upon all ships of his Majesty's subjects bound to the colonies of Virginia or Maryland from any ports within the liberties of the Cinque Ports.'

3262. [p. 155.] 2 *Oct. Memorandum for the Lord Treasurer.*—'That order be given to the commissioners of the customs forthwith to send directions to their several officers in the outports throughout England to put a stop to the departure of any ships of his Majesty's subjects bound for the colonies of Virginia or Maryland, until further order.'

3263. [p. 155.] 2 *Oct. S. P. to Sir Richard Beach,*[2] Chatham.—To give leave to Captain Francis Turner, gunner of the St. George, to come up to town.

3264. [p. 155.] 2 *Oct. S. P. to the Commissioners of the Customs.*—About a pass for the Constant Ann, of Brighthelmston,[3] John Joy master, at Dartmouth bound to the Straits.

3265. [p. 155.] 2 *Oct. The same to the same.*—About a pass for the Ann and Mary, of Yarmouth, in that port bound to the Straits.

3266. [p. 156.] 2 *Oct. S. P. to Captain Lloyd.*—The enclosed petition of Humphrey Hanwell is referred to him by the king and lords, Sir Philip Lloyd[4] 'declaring that he paid unto you the wages mentioned therein to have been received by him.'

3267. [p. 156.] 3 *Oct. S. P. to Captain Sanderson,*[5] commander of the Portsmouth yacht.—The king's affairs 'pressing more and more' for his being gone, Mr. Brisbane[6] (who is going in the quality of his Majesty's envoy for France) will embark in the River for Dieppe instead of at

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[1] See ii. 381 *n. supra.*

[2] Resident commissioner of the navy at Chatham [2756].

[3] Brighton.

[4] Lately one of the clerks of the privy council (*Cal. S. P. Dom.* 1675–6, p. 26).

[5] See note to No. 2860.

[6] Probably Mr. John Brisbane, judge-advocate of the fleet. He

Rye [3238]. He is to send some careful person in the yacht if he cannot go himself.

3268. [p. 156.] 3 *Oct. S. P. to Sir Anthony Deane.*[1]—Desires his bringing Sir Richard Haddock[2] along with him to-morrow morning to the Duke of Monmouth's lodgings at the Cockpit, by 9 o'clock, where he will be met by the writer.

3269. [p. 157.] 4 *Oct. S. P. to Captain Sanderson,*[3] commander of the Portsmouth yacht, or in his absence to the chief officer on board.—To give Mr. Firebrace passage to Dieppe [3267].

3270. [p. 157.] 4 *Oct. S. P. to the Commissioners of the Customs.*—About passes for the Centurion, of Yarmouth, Robert Smith master; the Britain, of Yarmouth, Samuel Loanes master; and the Concord, of Yarmouth, John Parricke master: in that port.

3271. [p. 157.] 4 *Oct. S. P. to the Navy Board.*—Desires that they will appoint a meeting extraordinary to-morrow morning at their board, where the writer will wait on them to advise with them concerning the sending away some land forces to Virginia.

3272. [p. 157.] 4 *Oct. S. P. to Captain Ashby,*[4] Rose, Downs.—Desires that he will be very careful not to neglect the execution of his Majesty's late warrant sent him for the embargo on the ships bound to Virginia and Maryland [3260].

3273. [p. 157.] 4 *Oct. S. P. to Sir Richard Beach.*[5]—Will lay his of the 2nd touching the purser of the Unicorn before his Majesty, who will put it out of Mr. Brouncker's power to give any further trouble of this kind [3291].

3274. [p. 158.] 5 *Oct. S. P. to the Navy Board.*—The king has appointed John Deare, late boatswain of the Spy sloop, to be boatswain of the Success in the room of Richard Perkins, who was lately appointed thereto but is

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had already discharged diplomatic functions in the Mediterranean (*Cal. S. P. Dom.* 1672–3, p. 273, and ii. 390 *n. supra*).

[1] Comptroller of the victualling [3033 *n.*]. *D. N. B.* xiv. 251.

[2] A commissioner of the navy [3294]. *D. N. B.* xxiii. 427.

[3] See note to No. 2860.

[4] Commander-in-chief in the Downs [3123]

[5] Resident commissioner of the navy at Chatham [2851].

gone in the Deptford ketch. The board are desired to give their order to the clerk of the check at Deptford for entering him accordingly, for which they shall have his Majesty's warrant so soon as he return from Newmarket.

3275. [p. 158.] 5 *Oct.* *S. P. to the Commissioners of the Customs.*—About a pass for the Griffin ketch at Plymouth.

3276. [p. 158.] 5 *Oct.* *S. P. to Sir Robert Robinson,*[1] commander of the Assurance, at the Nore.—Is extremely sorry he is still in the same condition of unreadiness for his voyage, but hopes he will soon repair to the Downs. Desires that by no means he let any more time be lost in his sailing away upon the account of getting more men here, it being a thing that the king and lords 'would justly take very great notice of' if, after so long time as his ship has lain in fitting, she should be found to stay longer on that score; 'besides the consideration they would be led to by it of the difficulties that must be expected in the manning of a squadron of ships if it appears so uneasy to find men for one.'

3277. [p. 158.] 5 *Oct.* *S. P. to the Commander of any of his Majesty's yachts bound for England which shall be at Dieppe.*—To bring over the Earl of Clarendon[2] unto such port in England as he shall direct, and this done to return to Greenwich.

3278. [p. 159.] 5 *Oct.* *S. P. to Captain Fasby,* commander of the Charles yacht.—In case of his being at Dieppe when the Earl of Clarendon[2] is there, he is to bring him over unto such port in England as he shall direct, and this done to return to Greenwich [3377].

3279. [p. 159.] 5 *Oct.* *S. P. to Captain Smith,*[3] Navy yacht, at Portsmouth.—To hasten 'all that may be' to Plymouth in prosecution of the orders sent him by the last post, and upon his arrival there to apply himself unto the chief officer of the garrison for 78 soldiers, and return with them to Portsmouth; and do the like to the chief officer there, and also receive from thence 55 soldiers, and bring them all to Gravesend; the soldiers being victualled in their passage as the rest of his yacht's company. He is not to lose one hour's time in bringing them about, the whole service of Virginia (whither they are designed) depending on it.

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[1] See note to No. 2872.

[2] *D. N. B.* xxviii. 389. Henry Hyde had succeeded to his father's earldom in 1674.

[3] See ii. 418 *n. supra.*

3280. [p. 160.] 5 *Oct. The same to the same*, at Plymouth.—[*To the same effect as the preceding.*]

3281. [p. 160.] 5 *Oct. S. P. to Captain Wright.*[1]—To fetch 55 soldiers from Hull and 7 from Landguard Fort.[2] [*The rest of the letter the same as No.* 3279].

3282. [p. 161.[3]] 5 *Oct. S. P. to the Duke of York.*—Humbly acquaints him with an extract out of Mr. Muddiman's weekly paper of intelligence[4] of this week, 'as containing matters not only untrue and expressly contradictory to his Majesty's last determination of respiting both the doing and debating anything that might on his part give occasion to any apprehensions in the Algerines of his purposing any rupture with them until he had received some fuller information of the truth of their present behaviour towards him ; but that which (to the great disquiet of our merchants here) is feared may give too just a provocation to the Algerines of betaking themselves to such acts of hostility as from their late civil treatment of the Venetian and later discharge of the Guinea, our merchants seem at present to think they have not yet any inclination to.' The writer offers it whether it may not be expedient 'by something presently to be wrote' from his Majesty to them to 'obviate the effects which these papers, and the discourses of the same kind now current among us, may otherwise untimelily draw upon us . . .' [3294].

3283. [p. 161.] 6 *Oct.*[5] *S. P. to the Principal Officers of the Ordnance.*—This comes by the gunner of the Ann and Christopher fireship, which is now come up into the River, and having a quantity of brimstone on board which was taken in at Tripoli, it will be necessary that her fire-works and gunner's stores be presently taken on shore. For this they shall have the king's warrant at his return from Newmarket.

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[1] Captain William Wright, commander of the Kitchen yacht. See ii. 12 *n. supra.*

[2] At the mouth of the Orwell, near Harwich.

[3] Out of order in the MS.

[4] The State Papers contain references to Mr. Henry Muddiman's *Intelligence* (*Cal. S. P. Dom.* 1672–3, p. 505) and his *Written News* (*ib.* 585), and also to news-letters with which he was concerned (*ib.* 1672, p. 37).

[5] MS. '6 Sept.'

3284. [p. 161.] 6 *Oct. S. P. to the Commissioners of the Customs.*—About a pass for the John and Henry, of Bristol, John Cades master, at Bristol bound for Jamaica.

3285. [p. 162.] 6 *Oct. The same to the same.*—About passes for the Success, of Yarmouth, James Davison master; the Yarmouth Merchant, of Yarmouth, John Gunnell master, in that port; and the Elizabeth, of London, John Fletcher master, at Southampton bound for the Straits; and for the Negotia, of Yarmouth, Nathaniel Wakeman master, at Yarmouth bound for the Straits; and for the George, of London, Samuel Edwards master, at Shoreham bound to the Straits.

3286. [p. 162.] 6 *Oct. S. P. to Captain Ashby,*[1] commander of the Rose, in the Downs.—Hopes he has received the lords' order of the 4th for discharging the Ostend privateers, and that he has in pursuance thereof released Captain Swaart and this other now brought in by the Drake. Hopes also by to-morrow's post to send him the lords' directions for discharging the 5 Frenchmen.

3287. [p. 162.] 6 *Oct. S. P. to Sir Robert Robinson,*[2] in the Downs.—He is to convey to Tangier, according to Captain Mackenny's desire, 'some guns provided at the charge of his Majesty in satisfaction for his liberty upon his being discharged by the Moors, together with some other arms and equipage for the horse to be employed in his Majesty's service at Tangier . . .' [3288].

3288. [p. 162.] 6 *Oct. S. P. to Captain Mackenny,*[3] in the Downs, bound to Tangier with Sir Robert.—Is very sorry that Sir Robert Robinson hath thus long been detained in the River, but hopes ere this arrives he will be in the Downs. Encloses an order for his taking the arms [3287].

3289. [p. 163.] 7 *Oct. S. P. to the Navy Board.*—Will take the pleasure of the king and lords 'touching the report of the repairs necessary to be done to the watering place at Southwold.'[1] As his Majesty has not yet expressed any purpose of removing the Rose from her present station in the Downs, she ought to be supplied with a proportion of 6 weeks' or 2 months' victuals. They shall 'timelily receive' the lords' orders about victualling the remainder of the galley's company during their quarantine at Livorne; nor shall want the best despatch the writer can give to the procuring a victualling declaration from the king and lords for the next year's service, but doubts it must attend the return of the king from Newmarket. The purpose of the late directions of the lords for laying up the Richmond yacht until the return of the Deptford ketch, now bound with her company unto Virginia [3169], was 'her being laid up in ordinary, without bearing any more of her standing officers upon her than what belongs of course to be so borne upon a vessel of her rate, the residue of her officers being to be discharged and paid off.'

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[1] Commander-in-chief in the Downs [3123].

[2] See note to No. 2872.

[3] MS. 'Makenny.'

3290. [p. 164.] 7 *Oct. S. P. to Captain Story*, commander of the Portsmouth, at Portsmouth.—In the absence of his Majesty, the writer has spoken to some of the lords for leave for him to come to town in order to the delivering in his journal for his last voyage, and giving an account to the officers of the navy of the present state of his ship and company.

3291. [p. 164.] 7 *Oct. S. P. to Sir Richard Beach*, commissioner at Chatham.—Has received the enclosed from the wife of the purser of the Unicorn [3273], to the truth of which though the writer cannot give any credit, in that it contradicts what the officers of the navy have informed him touching his pretence of his being employed in attending upon the passing of his accounts before them, 'yet at her request I could not think it fit for me to deny the communicating to you what it is that her husband urgeth in his defence, leaving it to you to give me what (if anything) you shall think fit to say to me upon it before I give his Majesty and my lords that account of his new neglects,' which they will in no wise think fit to be longer passed by.

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[1] MS. 'Sowld.' Southwold is still known locally as 'Sole'—perhaps a corruption of this form. Thus 'Sole Bay' = 'Southwold Bay.'

3292. [p. 165.] *7 Oct. S. P. to Mr. Pett,*[1] master-shipwright at Woolwich.—Foreseeing that he shall suddenly have much occasion of going upon the River in order to the despatch of the business of Virginia, the writer has sent down his boat to him to be cleaned.

Postscript.—'If it were not too much charge or trouble, I would recommend it to you to consider whether it would not render the boat more commodious and give her better quality (she now going much deeper abaft than afore) if her state-room were brought a little more forward; and if you do judge so, pray let it be done.'

3293. [p. 165.] *7 Oct. S. P. to Mr. Secretary Coventry,*[2] at the court at Newmarket.—Pursuant to the commands of the king and lords, the writer has applied his utmost diligence to the despatch of those parts of the Virginia preparations which lie within the charge of the navy, the state of which at this day is as follows:—

(1) After treating with several masters and owners of ships concerning the transport of the soldiers, the officers of the navy do find no method so 'expeditious, effectual, and cheap' as that of employing therein the merchant ships now bound to Virginia (upon whom the embargo lies [3260, 3261, 3262]), and have therefore agreed with them for the carriage and victualling of the whole number at 5*l.* per head, to be paid one moiety presently by way of advance and the other at the end of the voyage out of the custom of the goods they shall bring home; whereas the ordinary rate for passengers is known to be 6*l.*, to be advanced entirely in ready money at Gravesend before their departure.

(2) A 'provision of bedding' has been secured for the use of the soldiers in their passage and afterwards.

(3) The like is done for the magazine of 3 months' provisions of bread, cheese, and brandy (for the making beverage) for their support after landing.

(4) Agreement is likewise made by the officers of the navy with the masters of the said ships for the freight of the said magazine of victuals, as also that of the cloth,[3] and the stores from the Tower.

Encloses an estimate from the officers of the navy, 'showing the charge of the whole, and particularising what part thereof is to be answered by ready money,' to the end that if the same receive his Majesty's approval, his order may be issued to the lords authorising them to cause the same to be put in present execution by the officers of the navy, as they shall be assisted by the lord treasurer in relation to the ready money demanded for the same.

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[1] See ii. 92 *n. supra.* [2] *D. N. B.* xii. 357. [3] MS. 'cloath.'

Desires him also to take notice of the said officers' advice for the soldiers being put on board the ships in Long Reach,[1] signifying his Majesty's approval thereof, or his directions for their embarking elsewhere.

The yachts are gone both to the northward and westward for bringing about the soldiers [3279–81] according to the orders of the Duke of Monmouth.[2]

For what concerns the other parts of this service within the care of the land officers, Lord Craven,[3] Colonel[4] Jeffreys, and others do daily meet upon, and to them he is referred, there being 'no cause of questioning but with the help of the money demanded the officers of the navy will have everything ready on their parts as fast as the coming in of the soldiers can require it. . . .'

3294. [p. 167.] 9 *Oct. S. P. to Sir Richard Haddock*,[5] one of the commissioners of the navy.—His Majesty hath been pleased 'so far to resent' Muddiman's[6] 'vanity and presumption' [3282] as to direct that he be called before the council on Wednesday next. Has heard from Mr. Secretary Williamson[7] that it would be expedient either to obtain 'the original paper which was exposed at the coffee-house,' or that somebody attend the council to justify the extract in case Mr. Muddiman shall think fit to disclaim it.

3295. [p. 168.] 9 *Oct. S. P. to Mr. Hayter*,[8] at the navy office. — Partly in compliance with his Majesty's directions, and partly to inform themselves how the preparations for Virginia stand, the lords design to be at his board to-morrow morning at 9.

3296. [p. 168.] 9 *Oct. S. P. to Captain John Temple*,[9] commander of the Dartmouth, in the Downs.—To stay where he is till further order, and to send up an account of the condition of his ship, in reference to her capacity of staying a while longer abroad in case the service in the Channel shall require it.

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[1] Between Erith and Gravesend.

[2] *D. N. B.* li. 28. The Duke of Monmouth was at this time captain-general of the forces.

[3] See note to No. 2642.

[4] MS. 'Captain.'

[5] *D. N. B.* xxiii. 427.

[6] See note to No. 3282.

[7] *D. N. B.* lxii. 2.

[8] See ii. 392 *n. supra.*

[9] See note to No. 2281.

3297. [p. 168.] 9 *Oct. S. P. to Sir Robert Robinson,*[1] of the Assurance, in the Downs.—Has received his of the 7th advertising him of his being at length got into the Downs. He shall speedily receive his last instructions.

3298. [p. 169.] 10 *Oct. S. P. to the Commissioners of the Customs.*—About a pass for the Margaret, of Exeter, John Brown master, now there.

3299. [p. 169.] 10 *Oct. The same to the same.*—About passes for the Genoa Merchant, of Yarmouth, Thomas Appleby master ; and the Unity, of Yarmouth, William Mason master: at Yarmouth bound to the Straits.

3300. [p. 169.] 10 *Oct. S. P. to Sir John Narbrough,*[2] commander of the Harwich, at Portsmouth.—Desires to know how far he would judge it inconvenient either to the service or to himself (with reference to his re-manning himself) in case his company should be paid off, the present uncertainty of his Majesty's resolutions touching his sending more or less ships to the Straits perhaps rendering it unreasonable to keep such a number of men uselessly in pay. The case is the same in reference to the Holmes fireship.

3301. [p. 169.] 10 *Oct. S. P. to Captain Gunman,* Anne yacht, at Deptford.—To carry Lady Throckmorton[3] to Dieppe, and this done to return to Deptford.

3302. [p. 170.] 10 *Oct. S. P. to Sir Richard Beach,*[4] at Chatham.—As for that wherein he has so often desired advice, about 'the duty of the officers in ordinary,' the king and lords 'being willing to have the whole matter thoroughly digested that they may be final in the case before they give any more imperfect orders about it,' have referred it to 'a little further considerations with the officers of the navy. . .'

3303. [p. 170.] 10 *Oct. S. P. to Captain Rooke,*[5] at Lichfield.[6]—Has laid his name before the king for employment.

3304. [p. 171.] 10 *Oct. S. P. to Sir Denis Gauden,* victualler of the navy.—Has moved the lords about next year's victualling declaration, and so soon as the king returns to town he will be moved for his pleasure in it, that it may be despatched at the council-table (through which it must pass) with the least loss of time.

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[1] See note to No. 2872.

[2] *D. N. B.* xl. 89.

[3] MS. 'Throgmorton.'

[4] Resident commissioner of the navy at Chatham [3291].

[5] See note to No. 2569.

[6] MS. 'Leechfeild.'

3305. [p. 172.[1]] 10 *Oct.* *S. P. to Sir Richard Rooth,*[2] commander of the Adventure.—His Majesty, thinking it seasonable, as well with respect to his own service as the condition of his ship, to relieve him by sending out Sir Robert Robinson[3] in the Assurance, the writer encloses orders for his return home, hoping that before this arrives he will 'have had the good fortune of seeing an end put to that chargeable and fruitless war with Sallee in which his Majesty hath been so long concerned, our last letters from Tangier having given us notice of some advance made towards a peace with that people by Sir John Narbrough,[4] and commissioners designed to be sent with you to Sallee in order to a consummation of it.'

Desires him to inform Sir Robert Robinson in all matters about the service, and particularly in the condition of the ships and behaviour of the captains who have been hitherto under his command, and between whom, to the great dissatisfaction of the king and lords, 'notice hath been given of the difference and misunderstandings that have happened, to the prejudice and dishonour' of the service.

Underwritten: Sent by Sir Robert Robinson in the Assurance.

3306. [p. 171.] 11 *Oct.* *S. P. to Mr. Lock,* secretary at war.—As to the additional number of 77 men over and above the 1,000 provided for in the estimate, it will be necessary to have his Majesty's pleasure therein known and signified to Mr. Secretary Coventry,[5] in order to his sending to the lords his Majesty's warrant for their putting in execution the like estimate in every particular of freight, victualling, and bedding, with respect to these 77 men as the lords have lately received from him touching the 1,000; until which be done, neither the lords nor the officers of the navy can proceed to the making any provision for the same.

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[1] Out of order in the MS.

[2] See note to No. 2179. Captain Rooth had been knighted 14 April, 1675 (Shaw, *The Knights of England*, ii. 250).

[3] See note to No. 2872.

[4] *D. N. B.* xl. 89.

[5] *D. N. B.* xii. 357.

3307. [p. 171.] 11 *Oct. S. P. to the Commissioners of the Customs.*—About a pass for the Return, of Yarmouth, Richard Myles master, in that port bound to the Straits.

3308. [p. 173.] 11 *Oct. S. P. to Captain Atkins,*[1] commander of the Quaker ketch, at Tangier or elsewhere.—His misbehaviour with the two Argeir men-of-war will be brought to a regular examination, wherein it will be very hard for him wholly to free himself from the suspicion of having done amiss, in that his adventure hath been attended with 'such an affront done to his Majesty's flag' under his conduct as 'cannot, I think, be remembered to have been ever offered to, much less borne by, any other.'[2] He is called home to make his defence [3313].

Underwritten: Sent by Sir Robert Robinson in the Assurance.

3309. [p. 174.] 11 *Oct. S. P. to Captain Harman,*[3] commander of the Sapphire frigate, upon the coast of Sallee.—Observes to him, out of particular friendship for him, as from the general duty of his place, that 'so much hath both his Majesty and my lords been made sensible of the dishonour and injury his Majesty's service suffers from the liberty taken by commanders when abroad, either of overlooking or contemning their orders, that it is become very uneasy to give them any such satisfaction by any particular services as shall make amends for any general failure' in that point. The writer fears that some of his proceedings may administer occasion of censure, unless they shall receive a better appearance when they come to be inquired into than yet they have.

When he and Captain Preistman[4] return home he will have full right done him in reference to the matter in difference between them [3311], as also with respect to the complaints mutually made by himself and the masters of the merchantmen upon his leaving them and going to Cadiz.

He is to discharge Mr. Russell, who serves on board his ship as a midshipman extraordinary, by the king's order, he desiring to come home. Thanks him for his care in delivery of the money at Tangier and his transmitting Mr. Bowles's [1] receipt. The Adventure is to be recalled, 'your being under whose command ought to be reckoned very unfortunate if, as you seem to imply in your letter of 22 Mar., it hath indeed prevented your attempting anything advantageously upon those of Sallee. . .'

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[1] See note to No. 2805.

[2] The entry opposite this name in Pepys's *Register* is 'Turned out for submitting himself to be towed in by the Turks' (i. 319 *supra*). See also Introduction, p. xxxviii. *supra*.

[3] See note to No. 2379.

[4] See No. 3311.

Underwritten: Sent by Sir Robert Robinson in the Assurance

3310. [p. 176.] 11 *Oct. S. P. to Captain Hamilton*,[2] commander of the Charles galley-frigate,[3] now going to him to Tangier.—The king and lords 'having for a good while been eased of those unsatisfactory importunities which attended the keeping of the galley,' the writer has had no occasion of troubling him with letters from hence, having already acquainted him of the king's kind intention towards him of designing him 'the command of one of the two galley-frigates which he then purposed and hath since executed the building of for his service in the Mediterranean. Makes use of this opportunity by Sir Robert Robinson [4] of letting him understand that 'the larger, and that which is by his Majesty and Royal Highness supposed the better, of the two, and therefore called after his own name, the Charles,' is appointed for him, and 'the care of her being fitted, manned, and navigated to Tangier, committed in his absence to Lieutenant Dunbar.' [5] His Majesty has, out of his special favour to him, given way to his receipt of his pay for his service in the Mary Rose and the late galley without his giving that account of his compliance with the lord high admiral's instructions required by the 43rd article, in consideration of his having been long abroad and still continuing so, but this is to be 'understood only as a respiting, and not a total exempting' him from a liableness to the giving that account to the satisfaction of the officers of the navy, and from them to the lords.

About his complaint in his letter of 13 Mar. against the course of justice taken by the civil magistrate in Tangier upon one of the soldiers belonging to the galley without his leave, the writer is to inquire whether he was apprehended and carried away while he was doing his duty on board the galley, or while he was on shore with a certificate about him showing his being employed there by his express orders; 'forasmuch as in such case his Majesty's service would be too much exposed to interruption, and therefore by the practice of the navy no man employed therein can be taken therefrom without the knowledge and leave of his superior officer; but, on the other hand, in case he were on shore, and that without any testimony of his being there actually in his Majesty's service, the exempting him from justice is more than can rightly be challenged or seems reasonable that it should be, in regard of the encouragement which it might give to any others of misbehaving themselves there and breaking the peace, that would but take upon them the pretence of belonging to any of his Majesty's ships. . . .'

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[1] Paymaster of the garrison at Tangier [2587].

[2] Captain Thomas Hamilton had commanded the Margaret galley since 18 June, 1675; his commission to the Charles galley is dated 11 Jan. 1676–7 in Pepys's *Register* (i. 359 *supra*). Charnock makes the curious mistake of regarding the two galleys as identical (*Biog. Nav.* i. 311).

[3] See note to No. 3240.

[4] See note to No. 2872.

[5] See note to No. 3253.

Underwritten: Sent by Sir Robert Robinson in the Assurance.

3311. [p. 177.] 11 *Oct. S. P. to Captain Preistman,*[1] commander of the Lark frigate, upon the coast of Sallee. —The king and lords do not take his having been under Sir Richard Rooth's[2] command as any exemption to him from the practice of the last article of his Majesty's instructions. obliging him to give a more frequent account of his proceedings than by the letters which have hitherto come to hand, especially during the times of Sir Richard Rooth's absence from the station. Is glad he did not go to Livorne, but found some other means of supplying his wants, 'the evils his Majesty hath heretofore suffered upon that pretext having been so great' that there is nothing wherein his commanders can give him greater dissatisfaction.

It will be needful for him to justify his proceedings in the difference between him and Captain Harman[3] [3309] about 'your interrupting some boats of Sallee to whom he had given a *seguro*.'[1] The king is calling home the Adventure and sending the Assurance under Sir Robert Robinson to succeed her, to whom he is referred for instructions.

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[1] See note to No. 2378.

[2] Commander of the Adventure. See note to No. 3305.

[3] Commander of the Sapphire. See note to No. 2379.

Underwritten: 'Sent by Sir Robert Robinson.'

3312. [p. 179.] 11 *Oct. S. P. to Captain Lassells*,[2] commander of the Garland, in the Downs.—To order one of his squadron to convoy the under-named ships, now in the Thames, from the Downs to Ostend and Rotterdam.

Underwritten: For Ostend: Friendship, Thomas Barber; John and Thomas, John Reynolds;[3] Anne, William Clock; ——, John Coliver. For Rotterdam: Hope, of London, William Johnson; ——, Robert Niblett; ——, Thomas Sneedell; ——, Richard Reines; ——, John Marshall; ——, Ralph Crow; ——, John Stretton.

3313. [p. 179.] 11 *Oct. S. P. to Sir Robert Robinson*,[4] commander of the Assurance, in the Downs.—Captain Mackenny did not mention his not taking on board the guns and arms by way of complaint. Is sorry his ship is 'so pestered with passengers and goods not belonging to his Majesty,' and that he did not give the writer earlier information of Lord Dungan's baggage, that he might have taken the same care for the limiting it outward which he has done for the number of horses he is to ship homeward. Is sure he will improve to the best advantage the room he has, that if possible these arms and things that accompany Captain Mackenny may not be exposed to hazard out of his Majesty's own ship. Encloses his Majesty's orders for his sailing, and desires frequent advice of his proceedings and those of the ships under his command. Sends also an order to send home the Quaker ketch, after appointing some person to take charge of her in the room of Captain Atkins, 'who is to come along with her as a prisoner to answer for his late behaviour upon his meeting with the two Argeir men-of-war, and suffering himself to be carried away and towed by him into that port' [3308].[5] Encloses also a warrant from the lords for his calling upon the commanders of the Sapphire and Lark for their respective journals to the time of his arrival with them, and sending them hither.

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[1] *I.e.* 'safe-conduct' (*Spanish*).

[2] See note to No. 2181.

[3] MS. 'Renolls.'

[4] See note to No. 2872.

[5] See note to No. 3308.

Encloses letters of importance, to be delivered to the governor at Tangier, to Mr. Sheeres,[1] his Majesty's agent for the Mole, Mr. Shadwell, his judge, Mr. Bland, comptroller, and Mr. Bowles, paymaster there, with the like to each of the two commanders before mentioned [3309, 3311], as also to Sir Richard Rooth [3305], Captain Hamilton[2] [3310], and Captain Atkins [3308].

Postscript.—To deliver the 10 chests of money to Mr. Phineas Bowles at Tangier, taking 3 receipts, transmitting one by sea and another by way of Cadiz.

3314. [p. 180.] 11 *Oct. S. P. to the Commissioners of the Customs.*—About a pass for the Tiger, of London, Henry Stuple master, now at Woodbridge bound to the Straits.

3315. [p. 181.] 12 *Oct. S. P. to Lord Dungan,*[3] on board the Assurance, in the Downs.—Is extremely sorry for any personal inconvenience he or his lady hath sustained by the ship's unexpected delay in her despatch [3313].

3316. [p. 181.] 12 *Oct. S. P. to Colonel Strode,* Governor of Dover Castle.—Encloses a copy of a letter from the lords of the committee of trade, under the hand of Mr. Blathwayt, their secretary, and confirmed by one of them, the Earl of Craven[4] (now present), for continuing the arrest upon the French caper Nicholas Bateou and his vessel [3116].

3317. [p. 181.] 12 *Oct. S. P. to the Bailiffs of Yarmouth.*—They are to discharge the privateer and her company if they have no complaints against her, publication of her capture having been now made in the 'Gazette' for 10 days; only taking care for the continuing in custody the commander and four others of the king's subjects named in their letter, and also for apprehending the other who escaped, sending them all up hither to answer for their disobedience in serving under foreign commission.

3318. [p. 182.] 12 *Oct. S. P. to Captain Day,*[5] commander of the Merlin yacht.—To carry Lady Temple[1] to Rotterdam, and this done to return to Greenwich.

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[1] *D. N. B.* lii. 10.

[2] MS. 'Hambleton.'

[3] Afterwards Earl of Limerick (Burke, *Dormant and Extinct Peerages*, p. 607).

[4] *D. N. B.* xiii. 43.

[5] See note to No. 2967.

3319. [p. 158.[2]] 13 *Oct. S. P. to the Commissioners of the Customs.*—About a pass for the Sampson,[3] of London, James Winsor master, at Southampton.

3320. [p. 180.[2]] 13 *Oct. The same to the same.*—About passes for the John, of Pittenweem,[4] John Atteson master; the Friendship, of Burntisland,[5] James Angus master; the Crown, of Burntisland,[5] Thomas Dewar master; and the John, of Queensferry,[6] John Allin master: at Cowes Road bound to the Straits. As also for the Christian, of Queensferry, James Allin master.

3321. [p. 182.] 13 *Oct. S. P. to Captain Temple,*[7] commander of the Dartmouth, in the Downs.—Will very suddenly receive and communicate his Majesty's directions to him touching his being called in or continuing forth at sea, the condition of his ship seeming to allow it. To send up a copy of his last instructions by which he came home [3347], and also to hasten up his journal of his last voyage.

3322. [p. 183.] 13 *Oct. S. P. to the Commissioners of the Customs.*—About passes for the Unity, of Yarmouth, Marmaduke Scapes master, and for the Mayflower ketch, John Morris master: at Yarmouth bound for the Straits.

3323. [p. 183.] 13 *Oct. The same to the same.*—About a pass for the Unicorn, John Ingram[8] master, at Yarmouth.

3324. [p. 183.] 13 *Oct. S. P. to the Navy Board.*—The lords have considered the board's letter of the 3rd touching the condition wherein the Dover dogger, lent to the Royal Company,[9] is returned to the king, to the detriment of the said vessel, and will receive his Majesty's pleasure concerning it. The writer will also send his Majesty's directions from Newmarket touching the disposal of the brimstone in the Ann and Christopher [3283], and the like concerning the Holmes fireship in reference to her being discharged or continued in pay.

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[1] Sir William Temple was at this time ambassador at the Hague (*D. N. B.* lvi. 46).

[2] Out of order in the MS.

[3] Or 'Samson.'

[4] MS. 'Pettenweemes.'

[5] MS. 'Bunt Island.'

[6] Pittenweem, Burntisland, and Queensferry are all in the Firth of Forth.

[7] See note to No. 2281.

[8] MS. 'Ingrum.'

[9] *I.e.* the Royal African Company [2869, 3582].

3325. [p. 183.] 13 *Oct. S. P. to Captain Voteer,*[1] commander of the Ann and Christopher.—To send up his journal.

Underwritten : The like to Sir Roger Stricklan ,[2] of the Dragon; Captain Story, of the Portsmouth; and Captain Williams,[3] of the Holmes fireship.

3326. [p. 183.[4]] 14 *Oct. S. P. to the Commissioners of the Customs.*—About a pass for the Lamb, of Bristol, Arthur Bible master, at Bristol.

3327. [p. 184.] 14 *Oct. S. P. to Captain Lassells,*[5] commander of the Garland, in the Downs.—Acquaints him with the name of the master of a caper of Dunkirk, just now communicated by the lords of the council, 'against which caper complaints of such a degree are exhibited as if in any wise he could be brought in it would be esteemed a very good service to his Majesty.' Prays him to let 'the ships that shall be a cruising' have knowledge of him, his name being Jacob de Wynne, so as no opportunity may be lost of bringing him to an account for carrying into Boulogne the Mary, of Londonderry, and murdering her master, Alexander Fenny.

3328. [p. 185.] 14 *Oct. S. P. to the Commander of any of his Majesty's ships next bound for England from Tangier.*—To receive and bring to England the accounts and papers of the late Earl of Middleton,[6] and to deliver them to Mr. Luke.

3329. [p. 185.] 14 *Oct. S. P. to Mr. Thomas Cole,* collector [7] at Southampton.—The masters of the five Scotch ships now in Cowes Road not having acquaintance in or about Southampton, and so not provided of the security there which by the rules of his Majesty in council is required for their delivering up their passes at the end of the voyage, the lords have accepted the enclosed bonds entered into on their behalf by some merchants here [3349].

3330. [p. 186.] 14 *Oct. S. P. to Sir John Narbrough,*[8] commander of the Harwich, at Portsmouth.—Has this afternoon received advice from Tangier 'of the confirmation of the marine peace with Sallee, signed 28 Aug. last, conformable to the articles you had treated with them upon, so that (thanks be to God) that thorn is out of our foot; while that in Virginia grows worse by Bacon's[1] having got the mastery of all, and that not only by land but at sea too, by his having seized two merchantmen (as he had done a third had she not escaped to bring this news to us) and converted them to men-of-war, which will draw more charge upon his Majesty at that end of the world, however we may escape in the Mediterranean, from whence I have heard no new matter since your going.' The duke desires to know how he liked the Plymouth.[3]

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[1] See ii. 361 *n. supra.*

[2] *D. N. B.* lv. 52.

[3] See note to No. 2180.

[4] Out of order in the MS.

[5] See note to No. 2181.

[6] Late Governor of Tangier. *D. N. B.* xxxvii. 352.

[7] *I.e.* of the customs.

[8] *D. N. B.* xl. 89.

3331. [p. 184.[2]] 15 *Oct. S. P. to Captain Tyte*,[4] commander of the Deptford ketch, at Portsmouth bound to Virginia.—Encloses a letter and petition demanding satisfaction from him touching his having performed no more than he did 'in the defence and rescuing' of the Blessing, of Topsham. Desires to know if he has anything to add to the account he has already given in his justification.

3332. [p. 186.] 16 *Oct. S. P. to the Navy Board.*—Having been prevented in their purpose of visiting the board last Tuesday, the lords intend to make it good to-morrow, in order to the discoursing with them upon 'several general matters now depending relating to the navy'; and more particularly that of the survey and state of his Majesty's ships and stores recommended to their despatch by the lords' letter of 10 July last, as also to consider with them the late letter to the board from the lord treasurer about their 'supplies of money and proceedings upon the said repairs of his Majesty's ships.'

3333. [p. 187.[2]] 16 *Oct. S. P. to the Commissioners of the Customs.*—About a pass for the Edgar of Yarmouth, Theo. Downing master.

3334. [p. 187.[2]] 16 *Oct. The same to the same.*—About a pass for the Concord, of Bristol, —— Adams master, in that port.

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[1] *D. N. B.* ii. 365. See also Introduction, p. xxv. *supra.*

[2] Out of order in the MS.

[3] See No. 3870.

[4] See note to No. 2844.

3335. [p. 187.] 17 *Oct.* *S. P. to Captain Sanderson,*[1] or his chief mate.—To carry the Count de Chavigny[2] and the Count de Montforram to Dieppe, and this done to return to Greenwich.

3336. [p. 187.] 17 *Oct.* *S. P. to Captain Temple*, commander of the Dartmouth, in the Downs.—To bring his ship up to Sheerness [3340].

3337. [p. 187.] 17 *Oct.* *S. P. to Captain Stepney*, Drake, in the Downs.—The lords have ordered him 2 months' victuals. Is very sorry he is so ill; will move the king about his staying on shore.

3338. [p. 188.] 17 *Oct.* *S. P. to Captain Lassells,*[3] commander of the Garland, in the Downs.—It is the lords' pleasure that in regard the ships bound for Rotterdam [3312] are not yet arrived in the Downs, he should send away the Rose with those bound for Ostend, without making them stay any longer for the others. He is to be very careful to keep the ships under his command cruising abroad in the Narrow for securing trade and bringing in French privateers, 'complaints arriving almost daily of several of our merchant ships carried into Calais and other ports of France.' Desires him to send word from time to time what ships he so sends abroad, what stations he appoints them to, and when they return into the Downs, the lords observing by the daily lists that all the ships have been continually in the Downs for near a month past, except only the Drake's being absent for some time, whereas they expected all but the commander-in-chief should have been cruising abroad.

3339. [p. 188.] 17 *Oct.* *S. P. to Sir Robert Robinson,*[4] commander of the Assurance, in the Downs.—His Majesty not being yet returned from Newmarket, the writer cannot obtain him an order under his own hand, but it is his pleasure that the soldiers he is to transport to Tangier, and also the sergeant and his wife, should be victualled as his ship's company are. Cannot advise him concerning the master of the merchant ship's denying to part with the arms that are to go to Tangier, which are committed to him by bill of lading, so refers it to him, who is more conversant in the merchants' affairs, to do therein as he shall think fit. The enclosed is a copy of a letter from the secretary to the lords commissioners for Tangier concerning a complaint made of the soldiers being ill-used that are on board him; the lords of the admiralty desire him to take care that the soldiers have right done them.

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[1] Commander of the Portsmouth yacht [3269].

[2] MS. 'Chauvigny.'

[3] See note to No. 2181.

[4] See note to No. 2872.

3340. [p. 189.] 17 *Oct. S. P. to Mr. Secretary Coventry*,[1] at Newmarket.—Has received (by the hands of Mr. Cooke[2]) his Majesty's warrant to the lords 'for the causing a supplemental estimate to be made for the provisions and transportation of the 77 men added to the former 1,000, which my lords have put into a way of execution, and by their personal visit this day made to the office of the navy [3332] seen (among other things) the despatch of the Virginia preparations so far advanced as that 250 of the new-raised men will be actually on board the ships by to-morrow morning, with a reasonable expectation of having the same done to the remainder in as little time as this hath been. Of the old soldiers, those from Plymouth are embarked and on their way hitherward, and [I] doubt not of hearing the same to-morrow concerning those coming from the northward, the officers of the navy having borrowed money from other services for the present furtherance of this, which my lord treasurer will be pleased to supply to them.' Encloses a letter from the lords directed to himself and the rest of the lords now with the king, and also a paper for his Majesty's signing.

Postscript.—Since the writing of the enclosed letter from the lords, the writer has by his Royal Highness's[3] direction sent for the Dartmouth into Sheerness [3336], 'as being the readiest to be refitted forth in case his Majesty upon the present state of matters at Virginia shall think fit to send another man-of-war thither along with the Bristol.'

3341. [p. 190.] 18 *Oct. S. P. to Mr. Lock.*[4]—Desires advice whether any soldiers are to come from Portsmouth in the Navy yacht, as she ought to lose no time in her despatch from thence, in regard she has the number appointed from Plymouth on board her.

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[1] *D. N. B.* xii. 357.

[2] Mr. John Cooke, clerk to Mr. Secretary Coventry (*Cal. S. P. Dom.* 1675–6, index).

[3] James, Duke of York.

[4] Secretary at war [3306].

3342. [p. 190.] 18 *Oct. S. P. to the Commissioners of the Customs.*—About a pass for the Alethea, of Bristol, Edward Watkins master, at Bristol bound for the Straits.

3343. [p. 190.] 19 *Oct. The same to the same.*—About a pass for the Bonadventure Merchant, of London, Peter Belbin master, at Portsmouth bound to the Straits.

3344. [p. 190.] 19 *Oct. The same to the same.*—About a pass for the Golden Lion, of Topsham, now at Minehead.

3345. [p. 191.] 19 *Oct. S. P. to Captain Lassells,*[1] commander of the Garland, in the Downs.—Will receive the king's directions (whom we expect in town to-day) touching the captain of the Drake. Doubts not ere this he has received his of the 17th [3338].

3346. [p. 191.] 19 *Oct. S. P. to Captain Williams,*[2] commander of the Holmes fireship.—The lords have ordered his ship to be paid off.

3347. [p. 191.] 19 *Oct. S. P. to Captain Temple,* commander of the Dartmouth, in the Downs.—Has perused the copy of Sir John Narbrough's[3] instructions [3321] to the Assistance and him in her company, and in case he had no others either from Sir John or Captain Houlding,[4] the writer is satisfied in the ground of his not stopping at Plymouth but coming directly for the Downs.

Margin: 'The letter returned, the ship being come out of the Downs.'

3348. [p. 192.] 19 *Oct. S. P. to Captain Smith,*[5] commander of the Navy yacht, at Portsmouth.—He is not to attend for the receipt of any further number of soldiers at Portsmouth, but is to repair into the river of Thames as high as Long Reach[6] for further orders.

3349. [p. 192.] 19 *Oct. S. P. to Mr. Cole,* collector of the customs at Southampton.—Has received his of the 17th giving notice of the receipt of the bonds for the masters of the Scotch ships at Cowes [3329]. Knows not why he has not received intimation from the commissioners of the customs concerning them, unless it may be for want of due solicitation in those who are concerned for the despatch of the said ships.

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[1] Commander-in-chief in the Downs [3338]. See ii. 236 *n. supra.*

[2] See note to No. 2180.

[3] *D. N. B.* xl. 89.

[4] Commander of the Assistance [3387]. See note to No. 2317.

[5] See ii. 418 *n. supra.*

[6] Between Erith and Gravesend.

3350. [p. 192.] 19 *Oct. S. P. to Captain Tyte*,[1] commander of the Deptford ketch, at Portsmouth.—Has received his of the 17th, and will see right done him therefrom to his Majesty and the lords.

3351. [p. 193.] 19 *Oct. S. P. to the Bailiffs of Yarmouth.*—Will take care that the first of his Majesty's yachts that shall come into the River shall ease them of the prisoners which by the lords' direction are now in their gaol [3317, 3415].

3352. [p. 193.] 19 *Oct. S. P. to the Navy Board.*—In answer to theirs of the 17th, 'in just favour to the long, diligent, and faithful services' of Mr. Pugh in the capacity of a clerk in the navy office, upon the death of the purser of the Royal Sovereign, the writer acquaints them that his Majesty returning from Newmarket this day he has attended him, and received his following pleasure touching that matter, namely: That being desirous of rewarding the good deservings of the said Mr. Pugh so as not to overlook the just pretences which any of the surviving pursers who have well discharged their duties may rightfully have to advancement, his Majesty is pleased to promote Mr. John Steventon, present purser of the London, to the pursership of the Royal Sovereign, and to bestow that of the London upon Mr. Pugh.

3353. [p. 196.[2]] 19 *Oct. S. P. to Sir Martin Wescombe*, consul at Cadiz.—Thanks him for his care of his letters.

3354. [p. 193.] 20 *Oct. S. P. to the Commissioners of the Customs.*—About a pass for the Phœnix, of London, John Yeamans master, at Bristol bound for the Straits.

3355. [p. 194.] 20 *Oct.* 'Ten at night.' *S. P. to Captain Lassells*,[3] Garland, in the Downs.—In case the Rose be not departed with her convoys to Ostend [3338], he is to send her to Sheerness [3359], and go to Ostend himself; but if she be departed he is to repair to Sheerness. The commander of the Drake has leave for looking after his health; he is to put his own lieutenant on board her to take care of her in the absence of Captain Stepney; she is to remain in the Downs till further order [3365].

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[1] See note to No. 2844.

[2] Out of order in the MS.

[3] Commander-in-chief in the Downs [3338]. See ii. 236 *n. supra.*

3356. [p. 195.] 21 *Oct. S. P. to Captain Stepney*, commander of the Drake, Downs.—The service calling for his ship's being very speedily sent abroad to remain some time to the westward, the writer desires to know if his health will admit his going to sea. Desires to know also whether the 2 months' victuals lately ordered him be yet brought to him.

3357. [p. 195.] 22 *Oct. S. P. to Mr. Pett*,[1] muster-master at Gravesend.—So soon as the Navy yacht shall come to Gravesend with some soldiers from the westward, he is to direct her to the Tower, where her commander is to put them ashore, according to the orders of the Lieutenant, Sir John Robinson.

3358. [p. 195.] 22 *Oct. S. P. to Captain Wright*,[2] commander of the Kitchen yacht, at Gravesend.—To come up to the Tower with the soldiers.

3359. [p. 195.] 22 *Oct.* 'Sent by express, past 8 at night.' *S. P. to Captain Ashby*, commander of the Rose, in the Downs.—To repair with his ship to Portsmouth, notwithstanding his late orders [3355, 3362].

Margin: 'The express returned, the ship being gone out of the Downs.'

3360. [p. 196.] 22 *Oct. S. P. to Edward Seymour*,[3] *Esq.*—Encloses an estimate presented yesterday to the lords and signed for the repair of the Royal Katherine[4]; and prays his remembering the report the lord treasurer expects of the state of the pay due to the ships then mentioned, and particularly the Harwich, in reference to the discharging or continuing her men on board her till the Plymouth be ready to receive them; which the writer fears is not to be expected within less than 6 weeks.

3361. [p. 196.] 23 *Oct. S. P. to the Commissioners of the Customs.*—About a pass for the Neptune, Nicholas Pa[r]ry master, at Yarmouth.

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[1] See ii. 92 *n. supra.*

[2] See ii. 12 *n. supra.*

[3] Treasurer of the navy. *D. N. B.* li. 312.

[4] A 2nd-rate of 1,037 tons burden and 82 guns, built at Woolwich by Christopher Pett in 1664 (i. 266 *supra*).

3362. [p. 196.] 23 *Oct. S. P. to Captain Ashby,*[1] commander of the Rose, in the Downs.—The service to which his Majesty designs his ship being very pressing, he is to bring her either to Portsmouth or Sheerness, as the wind shall serve best [3355].

Margin: 'Returned the 25th, ship gone.'

3363. [p. 197.] 24 *Oct. S. P. to the Commissioners for the Customs.*—About a pass for the New Morlaix Merchant, of Plymouth, bound to the Canaries.

3364. [p. 197.] 24 *Oct. The same to the same.*—About passes for the Reformation, of Bristol, Charles Andrew master, and the Comfort, of Bristol, —— Steevens master: in that port bound to the Straits.

3365. [p. 197.] 24 *Oct. S. P. to the Commander of the Drake,*[2] in the Downs.—Has received his of yesterday, and with it no little content in the tidings he gives of the state of his health, and that he hopes within 6 or 8 days to be in condition of returning on board his ship; though the writer fears the service will hardly bear with her attendance for him one hour after her having taken in her provisions. Wonders how Captain Lassells[3] comes to give her order to go a cruising for 6 or 8 days, when the writer's letter [3355] directs her to remain in the Downs.

3366. [p. 197.] 24 *Oct. S. P. to Captain Lassells,*[3] commander of the Garland, in the Downs.—Is glad the Rose is gone towards Sheerness. Wonders at his ordering the Drake to sea [3365]; if she be not gone he is to recall that order.

3367. [p. 198.] 24 *Oct. The same to the same.*—Encloses the king's orders for his convoying five ships [3369] over to Rotterdam, so soon as he shall have disposed of those bound for Ostend [3355].

3368. [p. 198.] 24 *Oct. S. P. to the Navy Board.*—They will receive the directions of the king and lords about the business of the Foresight at Jamaica [2878]. They are to change the number of men designed for the Bristol, Dartmouth, and Rose for their intended voyage to Virginia to those proposed yesterday by themselves at their board.

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[1] See ii. 398 *n. supra.*

[2] Captain Stepney [3356].

[3] Commander-in-chief in the Downs [3338]. See ii. 236 *n. supra.*

For the increase of the magazine of provisions, the king's warrant not being yet come to the lords, they cannot issue theirs to the board; but it was concluded on by his Majesty in council on Sunday night last, and directions given Mr. Secretary Coventry[1] for his providing a warrant on that behalf [3375]. The Rose is come from the Downs towards Sheerness; prays that their orders for her refitting and victualling may meet her, that so no time may be lost for her, no more than for the Dartmouth's despatch there, his Majesty 'being very earnest for the sending away of the forces to Virginia which these ships are to accompany.'

3369. [p. 199.] 25 *Oct. S. P. to Captain Lassells,*[2] commander of the Garland, in the Downs.—Will acquaint the king and lords with what he writes concerning the foulness of the Greyhound. Is glad to hear that the Drake has her victuals on board, and is in a readiness to proceed on the service she is designed for; for which the king's orders will be suddenly sent. Will send the lords' directions concerning the disposal of the two Englishmen which are now prisoners with him, and were taken out of privateers. Has received a letter from Mr. Bant, master of the Hopeful Adventure, of London, desiring convoy for himself and a vessel whereof William Taylor is master now in the Downs bound for Rotterdam; and it is the king's pleasure that he convoy these also [3367].

3370. [p. 199.] 25 *Oct. S. P. to the Navy Board.*—Puts them in mind of the proposals now lying before them concerning the settling the guard-ships and boats in the river of Medway. Desires to know the number of men that the officers of the ordnance are sending to accompany the stores designed to be sent from the Tower to Virginia, that the writer may hasten the additional estimate which is depending for that service [3376].

3371. [p. 200.] 25 *Oct. S. P. to Sir Richard Beach,*[3] at Chatham.—It hath not been from any failure on the writer's part that he has not been able to gratify him in his late request on behalf of his lady's brother, for 'the competitions of the pursership of the Sovereign were so many, and from persons of so old deservings in the navy, that his Majesty did not think it consistent with his justice to overlook them in favour of younger men—besides the considerableness of the trust and duty of a purser in a royal ship, especially in time of action' [3352]. The king being come to town, the writer doubts not in a very little time to bring the business of the ordinary to a settlement; and shall call upon the officers of the navy for what he mentions touching the guard of the river of Medway [3370].

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[1] *D. N. B.* xii. 357.

[2] Commander-in-chief in the Downs [3338]. See ii. 236 *n. supra.*

[3] Resident commissioner of the navy at Chatham [3291].

3372. [p. 200.] 25 *Oct.* *S. P. to Mr. Bant,* master of the Hopeful Adventure, a merchant ship in the Downs.—Captain Lassells[1] will give him and Mr. Taylor convoy to Rotterdam [3369].

3373. [p. 201.] 25 *Oct.* *S. P. to Captain Temple,* commander of the Dartmouth, at Sheerness.—Has received his of the 22nd, giving an account of his arrival at Sheerness. Desires he will hasten all that may be the refitting of his ship, 'his Majesty's service requiring that all possible despatch be used therein.'

3374. [p. 201.] 25 *Oct.* *S. P. to Lieutenant Hodder,*[2] at present commanding the Drake, in the Downs.—Encloses the king's orders for his taking charge of the Drake during the absence of Captain Stepney [3355], and giving convoy to some merchant ships of Exeter from Topsham, bound to Ostend and Rotterdam [3367]. His having his victuals put on board him in the Downs makes it no longer needful for him to go to Portsmouth.

3375. [p. 201.] 25 *Oct.* *S. P. to Mr. John Cooke.*[3]—Entreats his moving Mr. Secretary[4] for a warrant from his Majesty for the additional magazine of victuals to be provided for the forces going to Virginia [3368].

3376. [p. 202.] 26 *Oct.* *S. P. to Mr. Hayter,*[5] at the navy office.—Encloses the order about the 2 months' supplement to the magazine of victuals going to Virginia [3375]; and 'I since find Mr. Secretary Coventry[6] to have omitted the taking notice in this order of any further number of men than barely the 1,000 and the 77 men for which estimates are already demanded, I am of opinion that for the preventing any imputation of delay you do send hither your estimate for the 77 without staying longer for the further number, which I tell you his Majesty has, upon a paper lately given him by the Duke of Monmouth,[1] resolved to have provided for; which number, with those 8 which you advertised me of from the Tower [3370] will amount to about 50 above the 1,077 provided for in the present estimates.' For these they will have a warrant, but for saving of time the board should be preparing every particular for the said 50 in proportion of freight, victualling, bedding, magazine, &c.

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[1] Commander of the Garland and commander-in-chief in the Downs [3417]. See ii. 236 ***n. supra.***

[2] Richard Hodder was first lieutenant of the Garland (i. 365 *supra*).

[3] See note to No. 3340.

[4] Coventry.

[5] See note to No. 2857.

[6] *D. N. B.* xii. 357.

3377. [p. 202.] 26 *Oct.* *S. P. to Mr. Pett*,[2] at Chatham.—His Majesty having some thoughts of building a new yacht, he is to attend him with 'that draught or model of one' which he last prepared for him.

3378. [p. 202.] 26 *Oct.* *S. P. to Sir Anthony Deane.*[3]—The lord treasurer put the enclosed paper yesterday into the writer's hands, containing 'a particular of the prices of the several species of provisions therein mentioned as the market generally goes for them in New England, to which my lord treasurer hath desired me to add in another column the common medium of the market price for the like respective species here in England.' Desires his help.

3379. [p. 203.] 28 *Oct.* *S. P. to Captain Stepney*, commander of the Drake, in the Downs.—Has received his of the 26th, and is glad he is in so good a condition of health as to be able to attend his duty on board the Drake. Sends a copy of the late orders to Lieutenant Hodder [3374] for him to execute.

3380. [p. 203.] 28 *Oct.* *S. P. to Captain Lassells*,[4] commander of the Garland, in the Downs.—He is to recall his lieutenant from the Drake [3379]. Encloses a copy of an information concerning injuries done by two French privateers which was given in to the committee of the council for trade. Desires him to acquaint the commanders of his Majesty's ships cruising abroad, that they may look out for them.

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[1] See note to No. 3293.

[2] Mr. Phineas Pett, master-shipwright at Chatham. See ii. 92 *n. supra.*

[3] See note to No. 3033.

[4] Commander-in-chief in the Downs [3338]. See ii. 236 *n. supra.*

3381. [p. 204.] 28 *Oct. S. P. to Lieutenant Hodder*, of the Garland.—Desires him to deliver to Captain Stepney the orders lately sent him [3379], and himself to return to the Garland [3380].

3382. [p. 204.] 31 *Oct. S. P. to Captain Henry Low.*[1] —It is the pleasure of the lords 'that from henceforward in all certificates which you shall send' them 'of the surveys by you made of ships made free, you do mention' 'as well the date of the king's order for making the ship free as the date of the certificate of the surveyor for the Act of Navigation that she is so made free.'

Underwritten: 'The like to Captain John Perriman.'[2]

3383. [p. 204.] 31 *Oct. S. P. to Sir John Kempthorne*,[3] the commissioner at Portsmouth.—The lieutenant of the Bristol's receiving the soldiers from the garrison at Portsmouth was wholly without order, and though indeed 50 of them was once designed to be sent by her, yet that design was laid aside many days before. The Kitchen yacht will set out to-morrow morning to fetch them hither from the Bristol [3388], to be put on board the ships here which shall be designed to carry them; but she having but a small quantity of victuals on board, he is desired if there be occasion to order her a supply at Portsmouth.

3384. [p. 205.] 31 *Oct. S. P. to Sir John Berry*,[4] commander of the Bristol, at Portsmouth.—The king having been pleased at the request of Sir Charles Wheeler[5] to permit his two sons, Mr. Trevor and Mr. Francis Wheeler, to proceed in the Bristol to Virginia, according to orders for that purpose under his Majesty's own hand which will be delivered to him, he is to receive on board 'the several necessaries following which the said gentlemen design to carry for their accommodation in the voyage: viz. each of them a seaman's chest and mattress to lie on, one runlet of brandy, one hamper of wine, one firkin of butter, one cask of cheese and biscuit, and one hamper of arms for their particular use.'

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[1] Deputy-surveyor of the Act of Navigation [2507, 2514].

[2] See note to No. 2752.

[3] See note to No. 2734.

[4] See note to No. 2274.

[5] Sir Charles Wheeler had been governor of the Leeward Islands (*Cal. S. P. Dom.* 1671-2, index). He took an active part in Lord Arlington's impeachment in Jan. 1674 (*ib.* 1673-5, p. 106), and is described by one of Sir Joseph Williamson's correspondents as 'your old religious friend' (*ib.* p. 108).

3385. [p. 205.] 31 *Oct.* *S. P. to Mr. Hayter*,[1] navy office.—The lords will meet to-morrow, though a holy-day, which was not foreseen.

Postscript.—Lest anything should prevent Sir Richard Haddock[2] and Sir Anthony Deane[3] being here, the writer desires that he will let the enclosed state of the Virginia ships be carried on to this day, and brought along with him.

3386. [p. 206.] 31 *Oct.* *S. P. to Dr. Lloyd*,[4] surrogate to the judge of the admiralty.—To attend the lords to-morrow at 9, in a matter referred to them from the council-table.

3387. [p. 206.] 31 *Oct.* *S. P. to Captain Houlding*, of the Assistance, at Falmouth.—His of the 25th from Falmouth, intimating his arrival there from Lisbon, is very welcome, the want of some intelligence from him, added to reports of the ill condition of his ship when he was parted from the Dartmouth, having begun to raise some fears for his safety. Will acquaint the king and lords with the occasion of his long stay at Lisbon; thanks him for the transcript of the papers which passed between the consul there and the government in relation to the three English ships brought in thither after being rescued from the Turks. Doubts not his message to Plymouth will have brought him the king's orders, some time since lodged there, for his coming to Sheerness. If his provisions should be expended too far he should come to Plymouth, where there is greater despatch than at Falmouth.

3388. [p. 207.] 31 *Oct.* *S. P. to Sir John Berry*,[5] commander of the Bristol, at Portsmouth.—It is the pleasure of the king and lords that since (though without order) the 78 soldiers and 2 officers from the garrison at Portsmouth are put on board the Bristol, they should be there kept and victualled as his ship's company are until received either by some of the ships which are to accompany him to Virginia, or by the Kitchen yacht [3383]. Has moved the king and will move the lords touching those of his company who by the lateness of their entry on board will not have any benefit of the 6 months' pay now ordered to his ships. So soon as his company shall be paid, he is to hasten up hither to receive final directions for his voyage to Virginia.

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[1] See note to No. 2857.

[2] See note to No. 3268.

[3] See note to No. 3033.

[4] See ii. 306 *n. supra.*

[5] See note to No 2274.

3389. [p. 208.] 31 *Oct. S. P. to Mr. Baylie*, shipwright, at Bristol.—Is 'extremely afflicted at the misfortunes' drawn upon him by the nonpayment of what is due to him from the king, 'wishing with all my heart that anything were in my power that could be justifiably done in my place towards your relief, by obtaining the means you desire of being protected from the violence of your creditors; but do assure you that were it my brother's or my own case, I do not know what I could justifiably do towards it, you having no dependence upon or relation by office to the navy to ground any protection to you upon; nor, could you have it, would the same be of any long use to you, his Majesty and my lords of the admiralty having made it their general practice to deny no man the right of law against anyone in his Majesty's service where leave is asked, and his Majesty's service wherein the party complained of is interested will not suffer immediate prejudice thereby. . .'

3390. [p. 209.] 31 *Oct. S. P. to the Navy Board.*—The king having referred to the lord treasurer 'the consideration of the different advantage it may be of to him either presently to pay off the Harwich, or to continue her in pay in order to the speedier manning of another ship in proposition to be forthwith fitted to sea for transporting Sir John Narbrough[1] back again to the Straits,' and he having upon advising with Mr. Speaker[2] and Sir John Narbrough determined upon paying her off forthwith, and that in order thereto Sir John Narbrough is repaired down to Portsmouth, the writer desires them immediately to issue the necessary orders while Sir Thomas Allin[3] is upon the place, he taking upon himself to provide an order from the lords forthwith.

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[1] *D. N. B.* xl. 89.

[2] Mr. Edward Seymour, the treasurer of the navy, was also Speaker of the House of Commons (*D. N. B.* li. 312).

[3] Comptroller of the navy. *D. N. B.* i. 332.

Is also to take notice to them (as he has already this day done to Sir Richard Haddock[1] and Sir Anthony Deane[2]) that most part of the other preparations [are] now 'drawing to a full ripening' for the intended expedition to Virginia, and that the whole is in some danger of being stopped in its execution by the unreadiness of the Dartmouth and Rose; all possible diligence should be used in finishing their fitting.

They are to consider what quantity of salt should be sent to Virginia for enabling the king's forces now going over to save such fresh meat as they may have opportunity of furnishing themselves with (out of the country) after their arrival.

3391. [p. 210.] 31 *Oct. Memorial for Mr. Secretary Coventry.*[3]—Since the date of his Majesty's warrant for a supplemental estimate for 77 men to be added to the 1,000 formerly ordered for Virginia, his Majesty upon further information from the Duke of Monmouth[4] has directed the like provision to be made for 53 more. For doing whereof his Majesty's warrant is desired to the lords of the admiralty with respect to their freight, victuals, bedding, magazines, &c.

Underwritten: 'By command of my lords.—S. P.'

3392. [p. 208.[5]] 1 *Nov. S. P. to the Commissioners of the Customs.*—About a pass for the Bristol frigate, of London, Henry Greenhill master, now at Plymouth.

3393. [p. 210.] 1 *Nov. S. P. to Sir A. Deane*[2] *and Sir Richard Haddock.*[1]—Desires information for the king and lords how far the masters of the hired ships have their provisions on board for the victualling of the men in their passage, they being now 'very intent upon winding up all their ends together' relating to the Virginia service. Desires to know also the readiness of the victuallers of the navy in the provisions they are to put on board the Dartmouth and Rose. Prays them to consider 'whether we may not depend upon custom-house smacks or other fitting vessels enough at 24 hours' warning in the River for the carrying down between 400 and 500 soldiers of the old companies after it shall be ordered, with the help of a yacht or two if it shall be necessary.'

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[1] See note to No. 3268.

[2] See note to No. 3033.

[3] *D. N. B.* xii. 357.

[4] See note to No. 3293.

[5] Out of order in the MS.

3394. [p. 211.] 1 *Nov. S. P. to Mr. Fownes*, clerk of the check at Deptford.—Desires him to order the boatswain, gunner, and carpenter of the Richmond yacht to attend the lords on Saturday morning next at 9.

3395. [p. 211.] 1 *Nov. S. P. to Captain Lassells*,[1] commander of the Garland, in the Downs.—Has received his of 30 Oct., giving an account of his being returned from Ostend, and being in a readiness to convoy the ships to Rotterdam [3367] so soon as they shall arrive in Margate Roads. The lords have ordered the officers of the navy to supply him with 2 months' victuals.

3396. [p. 211.] 2 *Nov. S. P. to the Commissioners of the Customs*.—About a pass for the Warrior, of London, Robert Porter master, in the Downs bound to the Straits.

3397. [p. 211.] 2 *Nov. S. P. to Mr. St. Michel*,[2] Downs.—Encloses him a warrant from the king to Captain Clements[3] about convoy for horses [3402].

3398. [p. 212.] 2 *Nov. S. P. to Sir John Berry*,[4] commander of the Bristol, at Portsmouth.—To hasten up to town, sending his ship into the Downs (in company with the Deptford ketch) with what soldiers are now on board her from the garrison of Portsmouth.

3399. [p. 212.] 2 *Nov. S. P. to Captain Tyte*, commander of the Deptford ketch, at Portsmouth.—To come into the Downs [3398].

3400. [p. 212.] 2 *Nov. S. P. to Captain Wright*,[5] commander of the Kitchen yacht, in the Downs.—He is to proceed to Portsmouth and apply himself to Sir John Narbrough,[6] commander of the Harwich, for 'such beasts and other things for his Majesty' and baggage of Sir John's own as he shall think fit to send by him, and bring the same into the River.

3401. [p. 213.] 3 *Nov. S. P. to Mr. Lock*, secretary at war.—The Duke of Monmouth,[7] having last night proposed to the king and lords the sending a quantity of rice along with the soldiers to Virginia 'as a relief to such of them as shall be sick in their passage,' the writer desires his Grace's instructions as to the quantity to be provided by the officers of the navy [3409].

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[1] Commander-in-chief in the Downs [3417]. See ii. 236 *n. supra.*

[2] See note to No. 2387.

[3] Captain John Clements was commander of the Greyhound [3592].

[4] See note to No. 2274.

[5] See ii. 12 *n. supra.*

[6] *D. N. B.* xl. 89.

[7] See note to No. 3293.

3402. [p. 213.] 3 *Nov. S. P. to Captain Lassells,*[1] Garland, Downs.—He is designed for another voyage to Gottenburg, so is to hasten with the convoys to Rotterdam [3395, 3451] and to return directly to Sheerness to take on board the things he had formerly laden on him for the service of the King of Sweden [3433]. Orders went hence last night for the Greyhound's convoying over some horses to Calais belonging to the King of France.

3403. [p. 213.] 3 *Nov. S. P. to Captain Houlding*, of the Assistance, in the Downs.—He is to stay in the Downs till further order, sending up an account of the condition of his ship in reference to her capacity of being continued abroad for some time in the Downs.

3404. [p. 214.] 4 *Nov. S. P. to Sir John Kempthorne,*[2] at Portsmouth.—The Bristol is ordered into the Downs with the soldiers for Virginia [3398], and the Kitchen yacht is on her way to Portsmouth [3400]. Is sending orders for the Dragon and Portsmouth to go out to Spithead.

3405. [p. 214.] 4 *Nov. S. P. to Sir John Narbrough,*[3] at Portsmouth.—Acquaints him that the Kitchen yacht is ordered towards him [3400].

3406. [p. 214.] 4 *Nov. S. P. to Mr. St. Michel.*[4]—Encloses orders for the convoy of 3 ships, which he is to deliver to whichever of his Majesty's small ships shall be in the Downs at the time of their arrival there.

3407. [p. 215.] 4 *Nov. S. P. to Sir Richard Haddock*[5] *and Sir Anthony Deane.*[5]—To attend a meeting of all the officers concerned in the Virginia preparations, to be had at the Duke of Monmouth's lodgings at 3 to-morrow.

3408. [p. 215.] 7 *Nov. S. P. to the Commissioners of the Customs.*—About a pass for the Elizabeth, of London, —— Fletcher master, at Southampton.

3409. [p. 215.] 7 *Nov. S. P. to the Navy Board.*—

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[1] Commander-in-chief in the Downs [3417]. See ii. 236 *n. supra.*

[2] See note to No. 2734.

[3] Commander of the Harwich [3400]. *D. N. B.* xl. 89.

[4] See note to No. 2387.

[5] See note to No. 3268.

Though he has already signified it to Sir Thomas Allin [1] at his meeting him at court, yet the writer thought it not amiss by these two words to note to them his Majesty's purpose that the whole number of soldiers be shipped off to-morrow that are in readiness to go down hence to the Virginia ships. But inquiring yesterday of the Duke of Monmouth [2] at a meeting in this affair [3407] touching some little parcels of men to be fetched from Windsor, Rochester, Dover, Gravesend, and Sheerness, the writer 'found that no certain care had been committed to any particular hand for the seeing of that work timelily adjusted'; but, 'upon this motion of mine, notes were taken by his Grace and the secretary of the army, so as I hope it will now speedily be done, and you may hear of some demand for passage, especially for those coming from Windsor after the main bulk of them shall be sent away.'

They are to remember that, together with the men, the bedding be also shipped off for the whole, and in the disposing of the men among the ships to do it 'according to the distribution which Captain Tong,[3] who is entrusted therewith, shall make of them, to whom it has been sufficiently notified by my Lord Duke of Monmouth that he is not to make his distributions otherwise than may be conformable to the numbers by you contracted for to each ship; for the preventing any error on his part wherein I did yesterday, to the satisfaction of his Grace and some other of my lords who were there, score him out a method (in a tabular way) for his adjusting his said distributions, so as that the same may at one view enable him to ascertain his proceedings therein.' The care of the rice is taken off them [3401] by its being placed upon the chirurgeon-general of the forces, 'who will be charged with providing the rice and all other the ordinary medicinal provisions for sick men, according to the allowance usually made in like cases in the navy, of 12*d.* per man for 6 months,' money being demanded by the duke for enabling the chirurgeon-general to make this provision. As for the salt [3390], the board is to provide the quantity they propose of 4 weighs, and to present an estimate thereof to the lords, upon which money will be demanded [3425]. They are also to present the lords with an estimate for the freight of an additional quantity of stores designed to be sent from the Tower, to be computed according to the tonnage which Sir Thomas Chicheley[1] has undertaken to give them an account of from his office [3425].

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[1] Comptroller of the navy. *D. N. B.* i. 332.

[2] See note to No. 3293.

[3] Captain John Tong was a land-officer (*Cal. S. P. Dom.* 1672, p. 534).

3410. [p. 217.] 7 *Nov. S. P. to Mr. Lodge*, postmaster at Deal.—Has observed in two of his daily certificates of the ships in the Downs, 'two ships listed among the king's which appertain not to his Majesty'—the Prince Rupert in his list of the 3rd, and the Shaftesbury in that of the 6th—a mistake arising, as the writer supposes, from their wearing the king's jack, contrary to the discipline of the navy and the letter of the proclamation. Desires to know if this is so, that he may receive the king's pleasure in it [3417].

3411. [p. 218.] 7 *Nov. S. P. to Captain Country*, late commander of the Roebuck, at Rochester.—A vacancy having happened in the gunnership of the Royal Charles by the late death of Alexander Ramsey, the king, remembering his desire of being 'provided for by a standing employment of that kind,' hath been pleased in consideration of his long and faithful services to confer the said employment upon him [3414].

3412. [p. 218.] 7 *Nov. S. P. to Captain Tyte*, commander of the Deptford ketch, at Portsmouth.—Doubts not but upon his arrival in the Downs care will be taken for distributing the soldiers put on board him from Portsmouth.

3413. [p. 218.] 7 *Nov. S. P. to Lieutenant Trelawny*,[2] lieutenant of the Bristol, at Portsmouth.—Desires that in the absence of Sir John Berry he will lose no opportunity of hastening into the Downs [3398].

3414. [p. 219.] 7 *Nov. S. P. to Sir John Kempthorne*,[3] commissioner at Portsmouth.—Thanks him for his advice of the 4th of the payment of the Harwich and the readiness of the Dragon and Portsmouth. Is sending the sailing orders of these two ships 'upon hopes that they have received the pay intended them by Sir Thomas Allin.'[1] Has acquainted the king and his Royal Highness with his desires in relation to Mr. Adams, gunner of the Cambridge, for his advance to the Royal Charles, 'and by the grace of God, so long as I have the honour of serving his Majesty in this post, no man shall endeavour more his Majesty's bestowal of employments by advancement of officers well deserving in lesser offices to greater than I have, and shall do, and in particular favour this person so recommended by you; though on the present occasion his Majesty hath in justice bestowed this vacancy upon one who hath neither now solicited for, nor knows anything of it—namely, Captain Richard Country [3411], who hath for many years served his Majesty as a commander,[2] with an extraordinary character given him by Sir John Narbrough[3] in his late service under him within the Mediterranean.'

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[1] Master-general of the ordnance. *D. N. B.* x. 231.

[2] William Trelawny had been appointed lieutenant of the Bristol 28 April, 1675. Pepys's *Register* mentions two other lieutenants of the same surname (i. 415 *supra*).

[3] See note to No. 2734.

3415. [p. 219.] *7 Nov. S. P. to the Bailiffs of Yarmouth.*—The Cleveland yacht sailed from Deptford yesterday to ease them of the prisoners mentioned in their letter of the 3rd [3351].

3416. [p. 220.] *7 Nov. S. P. to the Navy Board.*—In answer to their letter recommending Mr. Betts to be gunner of the Royal Charles, the writer would most willingly have contributed his service to the benefit of one so well qualified, but that employment is bestowed on Captain Country [3411, 3414]. Desires they will despatch the Dartmouth and Rose for Virginia [3390], 'lest the rest of the preparations, which seem to be very forward for that voyage, be put to any halt for them.'

3417. [p. 220.] *7 Nov. S. P. to Captain Lassells*, commander of the Garland, in the Downs.—Desires he will lose no opportunities of proceeding with his convoys so soon as he has advice of their arrival in Margate Road [3451]. If the Prince Rupert and the Shaftesbury have been wearing the king's jack [3410], it may be imputed as a crime upon himself as commander-in-chief in the Downs, who with the rest of the commanders is by the proclamation expressly directed to prevent that irregularity by demanding an account of the warrant such ships shall have to justify their wearing it [3469].

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[1] See note to No. 3409.

[2] His first command was to the Hind ketch in 1661 (i. 339 *supra*).

[3] *D. N. B.* xl. 89.

3418. [p. 221.] 7 *Nov. S. P. to Captain Temple*, commander of the Dartmouth, at Sheerness.—Has written to the officers of the navy to hasten his ship [3416], 'who by two of their number this day gone down on that behalf are I hope very thoughtful thereon.'

3419. [p. 222.] 7 *Nov. S. P. to Captain Ashby*, commander of the Rose, at Sheerness.—The king, understanding the forwardness of his ship, gives him leave to come up to town for a day or two.

3420. [p. 222.] 7 *Nov. S. P. to Lieutenant Tyrrell*,[1] lieutenant of the Dragon, at Portsmouth.—Understands from one of his own clerks that he is unsatisfied with his Majesty's having, at the motion of his Royal Highness, grounded upon the importunity of Sir Roger Strickland, appointed Mr. Gifford to the place of 2nd lieutenant under him in the Dragon.[2] 'I take the liberty of speaking my mind to you as a friend, that I would by no means you should express any such resentment of an act of his Majesty's as by my clerk's discourse you seemed urged to by this proposal of Mr. Gifford's, it being a thing that I fear both his Majesty and his Royal Highness may have a just exception to, and interpret to the prejudice of that duty which I dare say you do design and always will endeavour to comply with to his Majesty. Nevertheless, if this dissatisfaction of yours be grounded either on any just exception to the proceedings of Sir Roger Strickland in the recommending to, or to Mr. Gifford's qualifications for the said employment, or that you do imagine as I seem to understand it that this may turn to any discouragement, wrong, or just offence to you, I shall very readily receive and improve any informations you shall give me of it. . .'

3421. [p. 222.] 7 *Nov. S. P. to Sir Roger Strickland*,[3] commander of the Dragon, at Portsmouth.—Encloses the king's orders for his proceeding on his voyage to the Straits, which he doubts not but his ship and the Portsmouth will be ready for so soon as the Turkey ships shall arrive with him. Presumes that their companies have already received the pay intended them before their going to sea.

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[1] On John Tyrrell's extraction and subsequent career see Charnock, *Biog. Nav.* ii. 32.

[2] William Gifford's commission is dated 2 Nov. 1676 (i. 354 *supra*). He was commissioner of the navy at Portsmouth under Queen Anne, and was knighted (Charnock, *Biog. Nav.* ii. 93).

[3] *D. N. B.* lv. 52.

3422. [p. 223.] 7 *Nov. S. P. to the Navy Board.*—In pursuance of his Majesty's directions this day by the Bishop of London, this comes to inform them that the bearer, Mr. Doughty, is one of the two chaplains to be sent with the fleet to Virginia. They are to direct him to some one of the ships, either his Majesty's or merchantmen, where he may be best accommodated, and have the charge of his passage thither free, at the rate given by the king for the rest of his forces bound thither, 'with as much respect to his function as can be shown without increase of charge to his Majesty.'

3423. [p. 224.] 7 *Nov. S. P. to Captain Story*, commander of the Portsmouth, at Portsmouth.—Encloses orders for his voyage, presuming his company have received the pay designed them.

3424. [p. 224.] 7 *Nov. S. P. to the Commissioners of the Customs.*—About a pass for the Exchange, of Bristol, Robert Morris master, at Bristol.

3425. [p. 224.] 8 *Nov. Memorial for Mr. Secretary Coventry.*[1]—A warrant from his Majesty is desired by the lords, authorising them to provide salt for Virginia [3409]. The like warrant is also wanting for empowering them to provide freight upon the merchant ships now going to Virginia for the additional quantity of stores lately ordered to be sent out of the office of the ordnance [3409].

3426. [p. 225.] 8 *Nov. Memorial for his Majesty in Council.*—'Whereas his Majesty hath been pleased to order the present fitting forth and manning for the sea his two new galley-frigates,[2] the Charles and James, the former to be manned with 220 men and the latter with 200, including 80 watermen to each for the use of the oar. And whereas application hath been made to my lords of the admiralty, as well from the chief officers of the said frigates as the Rulers of the Watermen's Hall, showing that the said numbers of men cannot be at present procured without press-warrants by reason of the scarcity of seamen and the high wages at this day given by the merchantmen, it's humbly offered to his Majesty's consideration in council that press-warrants may accordingly be given to the Rulers of the Watermen's Company for the empowering them to impress 80 able watermen for each of the said frigates for the use aforesaid, and to the chief officer of each of the said frigates so many seamen as may complete their respective complements to the numbers first mentioned.'

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[1] *D. N. B.* xii. 357.

[2] See note to No. 3240.

Underwritten: 'By command of the lords.—S. P.'

3427. [p. 225.] 8 *Nov. S. P. to Captain Houlding*, commander of the Assistance, at Sheerness.—To bring his ship up to Deptford, as she cannot be repaired without a dock.

3428. [p. 226.] 9 *Nov. S. P. to Mr. Cooke*,[1] at Mr. Secretary Coventry's.—Has received his of to-day enclosing his Majesty's two warrants about Virginia [3425]. There is also come from Mr. Lock[2] a proposition from the Duke of Monmouth[3] 'for a supply of brandy for the use of the soldiers in their passage thither, beyond the magazine already provided for their expense after their landing there.' This the writer sends him, praying that Mr. Secretary Coventry[4] may be moved for the receiving his Majesty's pleasure and procuring his warrant about it to the lords.

3429. [p. 226.] 9 *Nov. S. P. to Mr. Lock*, secretary at war.—Has sent the contents of his letter to Mr. Secretary Coventry's office [3428]. Encloses a copy of a paper from Sir Richard Haddock[5] and Sir Anthony Deane,[6] showing what they have done as to the accommodation of the officers in the great cabins of the merchantmen taken up for Virginia [3448]. Leaves him to communicate it to Colonel Jeffreys and the rest of the commanders, as the writer has already done to the Duke of Monmouth.[3]

3430. [p. 227.] 9 *Nov. S. P. to the Navy Board.*—Encloses a copy of a letter about brandy for the soldiers [3428], grounded upon the Duke of Monmouth's desire of having them provided for 'in as good and the same manner as the seamen are said to be.' Desires to know what the provision of brandy is for the seamen.

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[1] See note to No. 3340.

[2] Secretary at war [3429].

[3] See note to No. 3293.

[4] *D. N. B.* xii. 357.

[5] See note to No. 3268.

[6] See note to No. 3033.

3431. [p. 227.] 10 *Nov. The same to the same.*—Desires to know whether they have occasion of a warrant for dispensing with the embargo [3262] to one of the Virginia ships in the Isle of Wight, so far as to give her liberty of removing from thence to the Spithead to take in a supply of victuals for the 40 men last ordered to the Bristol. Takes notice of the provision they have made for the salt [3409]; hopes also for the freight for the Tower stores [3409]. The sending the 60 soldiers to the Dartmouth and Rose was done by the inadvertency of the muster-master of the forces, as those two men-of-war were designed to take the soldiers out of the Bristol when they met in the Downs; but since it hath so fallen out they have done very thoughtfully in ordering the clerk of the check at Sheerness to see them victualled. Desires to know from whom, according to contract, the hired merchantmen are to receive their sailing instructions; to the end that if they are to expect them from the board the writer may provide his Majesty's orders to it, or if from the king (the sum of which will be for them to follow Sir John Berry's directions) he may see them despatched.

3432. [p. 231.[1]] 10 *Nov. Report of the Lords of the Admiralty about a petition.*—The lords having considered the petition of Nathaniel Lodington[2] and Thomas Onebye,[2] referred to them by an Order in Council dated 20 Oct. 1676, do upon conference had with Dr. Lloyd,[3] surrogate to the judge of the high court of admiralty, return it as their opinion that the boat and goods be ordered to be delivered up to the petitioners upon their obliging themselves by bond in the sum of 1,000*l.* to his Majesty for making good so much of their value as shall upon any future evidence from Captain Preistman[4] within 12 months appear due to his Majesty upon the capture thereof by the said Captain Preistman; and that the Moors taken in the said boat be forthwith discharged [3475].

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[1] Out of order in the MS.

[2] These were merchants of London trading with Sallee (*Cal. S. P. Dom.* 1673-5, p. 352).

[3] See ii. 306 *n. supra.*

[4] Captain Henry Preistman was commander of the Lark [3311].

3433. [p. 228.] 11 *Nov. S. P. to Mr. Hayter.*[1]—Encloses a copy of the particulars of the goods belonging to the King of Sweden to go to Gottenburg [3402], and desires him to look out a small vessel fit for it in the River [3451].

3434. [p. 229.] 11 *Nov. S. P. to Sir John Kempthorne,*[2] at Portsmouth.—Thanks him for his advice of the 7th of the Dragon and Portsmouth sailing to the Spithead [3421, 3423].

3435. [p. 229.] 11 *Nov. S. P. to Sir Roger Strickland,*[3] commander of the Dragon, at Portsmouth.—Has moved for some moneys for his company and the Portsmouth's before going to sea. Sends the king's orders for his disposal of the Portsmouth in case the Scanderoon ships should be come away before he arrives at Zante.

3436. [p. 229.] 11 *Nov. Certificate for Captain Edward Pinn,* late commander of the Cleveland yacht [2561].—That he hath delivered into this office, according to the order of the lords, monthly journals of his proceedings in the said yacht while he had command of her.

3437. [p. 230.] 11 *Nov. S. P. to Captain Temple,*[4] at Sheerness.—Thanks him for his account of the 10th of his ship's being out of the dock and ready to receive her ballast; desires him to hasten her despatch, the service whereon he is now designed admitting of no delay. Leave to 'make a step to town' for 24 hours.

3438. [p. 230.] 13 *Nov. Memorial for contingent money for Sir John Berry.*[5]—Pursuant to his Majesty's resolutions taken yesterday, 12 Nov. 1676, his Majesty's warrant is desired for authorising and requiring the lords to direct the officers of the navy to imprest 500*l.* unto Sir John Berry as contingent money for the expedition to Virginia [3450].

Underwritten: 'By command of the lords.—S. P.'

3439. [p. 230.] [13 *Nov.*[6]] *Memorial about a power to Sir John Berry*[5] *to imprest ships.*—'His Majesty's warrant to be provided for enabling the lords commissioners of the admiralty to authorise and require Sir John Berry to hire or otherwise imprest or take up in Virginia one or more ships, vessels, or boats, and what seamen shall be needful for the manning of the same for the performance of any service which shall be by —— judged requisite on his Majesty's behalf for the suppressing of the present rebellion there, paying for the same upon the place out of the contingent money to be appointed for that service' [3438].

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[1] See note to No. 2857.

[2] See note to No. 2734.

[3] *D. N. B.* lv. 52.

[4] Captain John Temple was commander of the Dartmouth [3418].

[5] Commander of the Bristol [3398]. *D. N. B.* iv. 398. Charnock refers to his expedition to suppress the rebellion in Virginia (*Biog. Nav.* i. 151), but assigns it to January 1676–7. It is clear from Nos. 3455, 3465, 3468, and 3553 that Sir John Berry himself sailed in November, 1676.

[6] MS. '12 Nov.'

3440. [p. 231.] 13 *Nov. S. P. to the Commissioners of the Customs.*—About passes for the Sarah and Elizabeth, of Bristol, Richard White master, in that port bound to the Straits; and for the Heart, of Bristol, William Hooper master, in that port bound to Barbados.

3441. [p. 231.] 13 *Nov. S. P. to Captain Lassells,*[1] commander of the Garland, in the Downs.—Yesterday's list from Deal mentioning a merchant ship to be in the Downs called the Amity, Mr. Grove master, bound for Virginia, and 'there having been an embargo some time since [3260–2] laid upon all ships bound out to Virginia or Maryland,' the writer desires him to make inquiry and stop her and others if necessary [3469].

3442. [p. 232.[2]] 14 *Nov. S. P. to Captain Story,* commander of the Portsmouth, at Portsmouth.—'Having been applied to by Benjamin Jones, master of his Grace the Duke of Ormonde's[3] barge, complaining that Edward Taylor, one of your ship's company, who appears to be his servant by indenture, does (as he has been informed) take very ill courses, and thereby contract debts upon himself on shore as often as he has opportunity of coming there (which your ship's being in port has of late given him), with design of bereaving his said master of his wages, I do at the instance of his said master desire that for the preventing any such injury you will cause a ticket to be made out to the said Edward Taylor for the time he has served on board your ship, and sent up to me on behalf of his master, who will wait for its payment until the ship shall come to be paid for the same time; this being only for his present security against the wrong he is fearful of receiving from his servant, who being within few months of the expiration of his service is become (as I understand) very careless of discharging his duty to his master, who is a very painful and poor man' [3484].

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[1] Commander-in-chief in the Downs [3417]. See ii. 236 ***n. supra.***

[2] Out of order in the MS.

[3] The Duke of Ormonde was one of the lords of the admiralty (i. 38 *supra*). *D. N. B.* viii. 52.

3443. [p. 233.[1]] Navy Office, 14 *Nov.*, '9 at night.' *S. P. to Sir John Berry.*[2]—'. . . Upon the intelligence which is newly come from Virginia, his Majesty was pleased to call my lords of the committee of foreign affairs this evening to debate afresh what was fit to be presently done towards the despatch and disposal of the ships and forces now going . . . to that colony, the result of which being that the Bristol and Deptford ketch should be immediately sent away without staying for any other part of the fleet'; he is therefore to take leave of his Majesty and Royal Highness and set out some time to-morrow, when he shall have his instructions ready for him. Colonel Morrison goes along in the ship with him, Colonel[3] Jeffreys staying to accompany the rest of the fleet, which will not be many days after him, as the writer is just now advising with Sir Richard Haddock[4] and Sir Anthony Deane[4] 'about their going down to-morrow morning tide personally to take care of the immediate departure of every one of the merchant ships out of the river of Thames; his Majesty having also set Friday morning next for every one of the land commanders and officers at their peril to take their final leave of this town and be gone after their ships by a yacht appointed on purpose to carry them down.' The 70 odd soldiers now on board him are to go along with him and an officer of theirs to be immediately despatched down hence to Portsmouth to command them.

3444. [p. 235.[1]] Navy Office, 14 *Nov.*, 'nine at night, sent by express.' *S. P. to Lieutenant Trelawny,*[5] lieutenant of the Bristol, at Portsmouth.—To forbear his intended proceeding to the Downs, and remain at Portsmouth until Sir John Berry's arrival [3443, 3445].

3445. [p. 235.[1]] Navy Office, 14 *Nov.*, 'sent into the Downs': '9 at night, by express.' *The same to the same.* —If this meets him in the Downs he is to return to Portsmouth [3444].

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[1] Out of order in the MS.

[2] See note to No. 3438.

[3] M.S. 'Captain.'

[4] See notes to No. 3268.

[5] See note to No. 3413.

3446.[1] [p. 236.] Navy Office, 14 *Nov.*, '9 at night.' *S. P. to Captain Tyte*, commander of the Deptford ketch.—To stay at Portsmouth till Sir John Berry's arrival [3443, 3447].

3447. [p. 236.[1]] Navy Office, 14 *Nov.*, '9 at night.' *The same to the same.*—If this meets him in the Downs he is to return to Portsmouth [3446].

3448. [p. 239.[1]] Whitehall, 14 *Nov.*, 'at 11 at night.' *Order to Evan Russell, waterman.* — By his Majesty's special command to authorise and require him forthwith to repair on board the merchant ships named in the margin now in the River, and hired for transporting the forces to Virginia, notifying to the captain and every other land-officer of the said forces that they are not upon any pretence whatsoever to be found either in London or elsewhere, otherwise than on board the ships whereon they are to have their passage, after Friday next, and that to that purpose the Portsmouth yacht is appointed to receive them all on board upon Friday morning next at high water at Greenwich.

Margin: Francis, William and Robert, Merchant's Consent, Constant, Henry and Ann, Golden Lion, Recovery, Barnaby.
Underwritten: 'By his Majesty's command.—S. P.'

3449. [p. 231.] 15 *Nov. S. P. to the Commissioners of the Customs.*—About a pass for the Swan, of Topsham, William How master, in that port bound to the Straits.

3450. [p. 232.] 15 *Nov. S. P. to the Navy Board.*—They are to find some expedient for the supply of Sir John Berry (who is ordered to set forth from hence towards Portsmouth this very day [3443]) at Portsmouth with the 500*l.* contingent money lately ordered him [3438]; but if credit cannot be found there, they are to direct their 'bills to the treasurer of the navy for the payment of the said sum to Captain Ashby, commander of the Rose, to be by him received upon account to be entirely delivered over by him to Sir John Berry at their meeting in Virginia or elsewhere, for answering all contingent expenses of his Majesty's ships under his charge.' They are to make some provision of victuals for the 70 odd soldiers which Sir John Berry will have on board him, 'eating upon his ship's victuals until the same can be made good to him out of some of the ships that are to follow.'

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[1] Out of order in the MS.

3451. [p. 237.] 16 *Nov.*, 'sent by express at 1 o'clock at noon.' *S. P. to Captain Lassells,*[1] Garland, in the Downs.—Notwithstanding his late orders to the contrary, he is to repair to Sheerness to take in the King of Sweden's goods [3402, 3433, 3454]; this resolution being grounded upon several considerations, and particularly that of his being discharged from any occasion of attending longer for the convoys to Rotterdam [3402], who seem to be gone away without him.

3452. [p. 237.] 16 *Nov. S. P. to Captain Sanderson,* commander of the Portsmouth yacht, at Greenwich.—To carry the land-officers on board the ships going to Virginia [3448].

3453. [p. 238.] 16 *Nov. S. P. to Captain Jenifer,* commander of the Saudados, at Deptford.—His Majesty being at this time in great want of his ship in the Downs, he is to hasten her fitting [3454].

3454. [p. 238.] 16 *Nov. S. P. to the Navy Board.*—The writer was the author of the proposition to the king and lords of hiring a merchant vessel [3433], rather than to send away the Garland [3451], 'the only man-of-war we of late have had in the Downs,' to 'carry 40 ton of goods for the use of a foreign prince to Gottenburg'; but in consideration of the difficulties they mention in procuring, and the small value of what would be saved in the employing of a merchant vessel, the king has returned to his first purpose of sending a ship of war of his own; but as he does not think the Saudados a fit vessel to be sent upon this occasion at this time of the year, he has resolved to employ the Garland (which he first designed). They are to hasten the fitting of the Saudados to attend the service in the Downs as soon as may be after the departure thence of the Garland.

3455. [p. 239.] 16 *Nov. S. P. to Sir John Berry,*[2] commander of the Bristol, at Portsmouth.—Acquaints him that sailing instructions for himself and for Captain Tyte in the Deptford ketch were sent away this morning by express, as well as the warrant from the lords empowering him to take up ships, boats, and men, as the state of the king's affairs in Virginia shall make it necessary [3439].

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[1] Commander-in-chief in the Downs [3417]. See ii. 236 *n. supra.*

[2] See note to No. 3438

3456. [p. 240.] 16 *Nov. S. P. to Sir Roger Strickland*,[1] commander of the Dragon, at Portsmouth.—His being directed to Tangier for orders is out of no disrespect to him, but 'from his Majesty's reflecting upon Tangier as a place of action for his own affairs, whereas Cadiz is not so, nor seems to render his ships calling there in any wise necessary to his service, other than for such ships as are homeward bound for the taking under their protection what merchant ships of his subjects may be there in a readiness to come under their convoy; whereas his Majesty does not yet foresee that your next orders will be to come home, but may possibly be to continue longer in the Straits' upon some particular service. Hopes he has received some money for his men.

3457. [p. 240.] 16 *Nov. S. P. to Sir John Kempthorne*,[2] at Portsmouth.—Hopes the Dragon and Portsmouth have received their expected moneys, and are thereby in a readiness to proceed with the merchantmen.

3458. [p. 241.] 16 *Nov. S. P. to Captain Coleman*, collector [of] customs at Plymouth.—Knows nothing of Mr. Dell, their late mayor, being cleared of the business of the passes as he asserts, he never having appeared before the lords, nor could he have been called to the council-table about this matter without the writer having heard of it.

3459. [p. 241.] 16 *Nov. S. P. to Sir John Narbrough.*[3] —To send copies of the proceedings and sentences of the courts-martial held by him in his last expedition in the Mediterranean for the use of the lords.

3460. [p. 241.] 16 *Nov. S. P. to the Commissioners of the Customs.*—About a pass for the Dort frigate, of Yarmouth, in that port bound to the Straits.

3461. [p. 242.] 16 *Nov. S. P. to Sir John Bramston*,[4] Vice-Admiral of the county of Essex.—To send the lords a copy of the articles to which the late presentment made by the jury at the court of vice-admiralty held at Burnham [3159] had reference.

3462. [p. 242.] 16 *Nov. S. P. to the Navy Board.*—In answer to theirs of the 13th 'touching the new iron ranges instead of hearths, lately invented for the service of ships, two of which it seems have been provided by his Majesty's verbal order by the inventor for the two galley-frigates, the Charles and James,'[1] the king is pleased to direct 'that they be forthwith received and set up in his frigates'; but in reference to the price of these, and the giving any orders for the further use of the said invention, it is to be proposed to him when the lords shall be attending and the board present—which may be on Saturday next. Will take the king's pleasure in what they propose touching the writer's going down with Sir Samuel Morland[2] and Mr. Surveyor of the Navy[3] to Chatham, for bringing to a final trial the former's pump-engine there. The Adventure and Quaker ketch being shortly expected home from Tangier, the writer desires to know to which yard they judge it will be best that they be brought to be laid up. Adds only the taking notice to them that in their late weekly certificates 'the mentioning of the times of ships being paid off hath been for a while forborne, which being a note in several respects of use' to the lords, the writer desires that they will resume it.

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[1] *D. N. B.* lv. 52.

[2] See note to No. 2734.

[3] *D. N. B.* xl. 89.

[4] *D. N. B.* vi. 210.

3463. [p. 243.] 16 *Nov. Memorial about a pass.*—'The ship Elizabeth, of London, John Rainger master, English-built and sailed with Englishmen, and wholly belonging to Abraham Chapman, of London, merchant and denizen of England, having been lately in her voyage from Terceiras[4] to Amsterdam carried in by a French privateer to Cherbourg and there since cleared; a pass is desired by the said Mr. Chapman for securing her in her voyage to Amsterdam, whither she is by charter-party directly to proceed from Terceiras,[4] and cannot without breach of the said charter-party come into any port in England. The lords of the admiralty nevertheless not being in a capacity (though they judge the request reasonable) to grant her a pass by reason of her not being in some port of England, do humbly submit it to his Majesty in council in order to their being authorised to grant the same.'

Underwritten: 'By command of the lords.—S. P.'

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[1] See note to No. 3240.

[2] *D. N. B.* xxxix. 68.

[3] Sir John Tippetts.

[4] MS. 'Terceras.'

3464. [p. 243.] 16 *Nov. Memorial about a pass*—'The Jerusalem, an English-built ship, Thomas Willshaw master, having had an Argeir pass from the lords of the admiralty in January last, whose year will be expired before she can return home, she being now at Livorne bound to Naples, Palermo, and other ports in the Straits, a further pass is desired by her owners to take place from the expiration of the former ; which their lordships do conceive reasonable to be granted, provided the said new pass do not bear date till the day after the other's expiration, and that bond be given in usual form for the delivering up both the said passes, with a fresh oath taken that the propriety of the said ship remains the same with what it was at the granting of the former pass. But forasmuch as the said ship not being at present in any port of England, their lordships cannot grant the same without special power given them thereto by his Majesty in council, they humbly submit the same to his Majesty for his direction, not only on behalf of this particular ship, but with respect to the general case daily arising of supplemental passes demanded for ships whose voyages shall happen not to determine within the year limited to the first.'

Underwritten : 'By command of the lords.—S. P.'

3465. [p. 244.] 16 *Nov. Memorial about removing the embargo from the Virginia and Maryland ships.*—'The consideration of a general removal of the embargo from the Virginia and Maryland ships is now humbly submitted to his Majesty in council, to be considered after his own ships, with the merchantmen hired for the transporting his forces to Virginia [3448], shall be put to sea.'

Underwritten : 'By command of the lords.—S. P.'

3466. [p. 244.] 18 *Nov. S. P. to Captain Day*, commander of the Merlin yacht, at Greenwich.—To receive on board him Colonel Jeffreys, commander-in-chief of the forces going to Virginia [3448], and to proceed down the River until he shall overtake the ships bound thither, and then put him on board such ship as he shall direct ; and this done to return to Deptford.

3467. [p. 244.] [18 *Nov.*] *S. P. to the Commissioners of the Customs.*—About passes for the St. George, of

London, John Wild master, at Cowes; the Planter, of Bristol, Robert Hallings master, and the Angel,[1] of Bristol, —— Roach master, both at Bristol; the Hopewell, of London, William North master, at Sandwich; the Oak, of Yarmouth, William Roberts master, at Yarmouth; and the Speedwell, of Dartmouth, Joseph Stocker master, at Dartmouth.

3468. [p. 244.] 19 *Nov. S. P. to the Navy Board.*—Puts them in mind of providing jacks, not only for the merchantmen now bound out to Virginia [3448], but some little stock for furnishing such vessels as Sir John Berry may take up there, which he has a special power given him to do [3455], with order for the permitting them to wear jacks. Sir John Berry being gone, the masters of the said merchantmen are to take their orders from Captain Ashby, in the Rose, who is to act as commander-in-chief over them until he shall have overtaken Sir John Berry.

3469. [p. 245.] 20 *Nov. S. P. to Captain Lassells,*[2] Garland, at Sheerness.—The lords are satisfied with what he writes touching the liberty taken by the two vessels of wearing the king's jack though not in his service [3417]; but they will take some further course of demanding satisfaction from them. 'For that of the different colours assumed by the East India Company and ordinarily worn in their ships, I am very glad you take notice of it, though it be not of any so near resemblance to the king's as to create any mistake, which some have heretofore offered at, yet it being contrary to the letter of the proclamation, it will be fit that his Majesty's pleasure be known in it' [3531]. Will inquire of the postmaster 'the ground of his putting into his list of the 15th the Amity bound to Virginia, which you seem to know nothing of' [3441]. The marshal of the admiralty will be ordered to fetch up hither the two Englishmen which are prisoners on board him, as being taken out of a privateer, that they may answer for their disobedience to the proclamation 'by serving in foreigners.' The lords have ordered the officers of the navy to supply him with such stores as he wants for his intended voyage and to complete his victuals to 3 months, and also to furnish him with an able pilot.

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[1] MS. 'Angle.'

[2] Commander-in-chief in the Downs [3417]. See ii. 236 *n. supra*

3470. [p. 246.] 21 *Nov.* by express, at 9 in the morning. *S. P. to Mr. St. Michel,*[1] at Deal.—Sending him a packet for Captain Ashby, commander of the Rose [3488].

3471. [p. 246.] 21 *Nov. S. P. to the Commissioners for the Customs.*—About a pass for the Dolphin, of New England, Thomas Cowell master, at Dartmouth.

3472. [p. 246.] 21 *Nov. The same to the same.*—About a pass for the Patience, of Bristol, Matthew Nicholas master, in that port bound to the Straits.

3473. [p. 246.] 21 *Nov. S. P. to Lieutenant Hodder,*[2] at present commanding the Drake, at Dover.—His of the 20th is come to hand, giving an account of his arrival with his convoys at Dover. He is to use all diligence in despatching the service he is now upon and hastening back to his station in the Downs, where there is a want of vessels to attend the usual services.

3474. [p. 246.] 21 *Nov. S. P. to Captain Jenifer*, of the Saudados.—To sail immediately to the Downs.

3475. [p. 247.] 22 *Nov. Certificate from S. P.* that Mr. Nathaniel Lodington,[3] merchant, has by the several advices of Sir John Werden,[4] Sir Edward Walker,[5] and Dr. Lloyd,[6] surrogate to the judge of the admiralty, this day 'put into my hands to be kept among the rest of the papers of the admiralty remaining in my custody' an original bond entered into by him and Mr. Thomas Onebye,[3] pursuant to an Order in Council dated 10 Nov., and relating to a certain boat and goods lately taken by Captain Preistman, commander of the Lark [3432].

Memorandum: 'The bond is endorsed and laid up among the miscellaneous papers.'

3476. [p. 247.] 22 *Nov. S. P. to the Lord Privy Seal.*[7]—Finished yesterday the draft of the representation of the state of the navy, but could not find the king last night 'enough disengaged from other business or company' for showing it to him. Hopes to do so to-day.

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[1] See note to No. 2387.

[2] Richard Hodder, the first lieutenant of the Garland [3381], seems to have been a second time in command of the Drake through the illness of Captain Stepney [3374, 3379].

[3] See note to No. 3432.

[4] Secretary to the Duke of York and a commissioner of the navy (i. 40 *supra*). *D. N. B.* lx. 295.

[5] On Sir Edward Walker, the herald, see *D. N. B.* lix. 48.

[6] See ii. 306 *n. supra.*

[7] The Earl of Anglesey. *D. N. B.* ii. 1.

3477. [p. 247.] 22 *Nov.* *S. P. to Captain Lovell*,[1] at Dover.—Has received his of the 18th, intimating his return to Dover after having landed Colonel McCarty [2] at Dieppe. He may daily expect Monsieur Sessac.

3478. [p. 247.] 22 *Nov.* *S. P. to Captain Temple*, Downs, in the Dartmouth.—Will move the king and lords in what he desires about the payment of his wages, though shall not undertake for the success of it.

3479. [p. 248.] 22 *Nov.* *S. P. to Mr. St. Michel*,[3] at Deal.—Takes notice of his care about the 3 ships [3406].

3480. [p. 248.] 22 *Nov.* *S. P. to Sir Richard Beach*,[4] at Chatham.—Thanks him for his of the 9th, 'concerning the state of the river of Medway and the safety of his Majesty's ships there, in reference to the present condition of the forts and fortifications upon which the same depends.' The king and lords direct the communication of the substance thereof to the master of the ordnance [3483], though without exposing his name. Has received nothing yet from 'our fellow-officers of the navy' touching the business of the guard-ships, nor 'by the late misfortune that befell his Royal Highness' has the writer had opportunity of bringing to an issue the business of the ordinary, but 'the effects of that his misfortune being now by God's blessing in a good forwardness of amendment,' he 'hopes very suddenly to be able to compass it.'

3481. [p. 248.] 22 *Nov.* *S. P. to Sir Roger Strickland*,[5] at Portsmouth.—Thanks him for his of the 19th, intimating his ship's being paid and in readiness to sail.

3482. [p. 249.] 22 *Nov.* *S. P. to the Navy Board.*—The king approves of their advice touching the place of laying up the Adventure and Quaker ketch at their return, as also their ordering a supply of 2 months' victuals to the

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[1] Commander of the Katherine yacht [3620].

[2] MS. 'Mackarty.'

[3] See note to No. 2387.

[4] Resident commissioner of the navy at Chatham [3291].

[5] *D. N. B.* lv. 52.

Garland going to Gottenburg. Will speedily give them an account of his having spoken with Sir Samuel Morland.[1]

3483. [p. 249.] 22 *Nov.* *S. P. to Sir Thomas Chicheley.*[2]—Encloses a copy of some advice he has lately had about the forts in the river of Medway [3480].

3484. [p. 249.] 22 *Nov.* *S. P. to Captain Story*,[3] at Portsmouth.—Has received his of the 18th, with the ticket for Edward Taylor [3442].

3485. [p. 250.] 22 *Nov.* *S. P. to Sir John Kempthorne*,[4] Portsmouth.—Thanks for his of the 19th and 21st, with advice concerning the ships bound out from Portsmouth. Is very glad the Bristol is sailed.

3486. [p. 249.[5]] 23 *Nov.* *S. P. to the Commissioners for the Customs.*—About a pass for the Fellowship, of Bristol, Thomas Pynn master, at Bristol bound to the Straits.

3487. [p. 249.[5]] 23 *Nov.* *The same to the same.*—About a pass for the Love's Increase, of Bristol, John Needes master.

3488. [p. 250.] 23 *Nov.* 'at 1 o'clock.' *S. P. to Mr. St. Michel*,[6] at Deal.—Thanks him for his of the 22nd, giving advice of the misfortune of the Rose [3491]. He is to deliver the packet for Captain Ashby [3470], together with the enclosed from his Majesty, to Captain Temple, commander of the Dartmouth [3489].

3489. [p. 250.] 23 *Nov.* *S. P. to Captain Temple*,[7] in the Downs.—Encloses a copy of an order of his Majesty concerning the receiving two sons of Sir Charles Wheeler's on board his ship [3384].

3490. [p. 251.] 23 *Nov.* *The same to the same.*—The king empowers him to receive, open, and execute Captain Ashby's instructions [3488]. He is to lose no opportunity of sailing, so soon as the merchantmen with the soldiers are all come to him.

3491. [p. 251.] 23 *Nov.* 'Sent by the Charles yacht.' *S. P. to Captain Ashby*, commander of the Rose, at the Gore.—It will behove him to send up 'a very strict account' to whom, and what, his error in striking aground is to be imputed, 'forasmuch as upon a service of this moment his Majesty and my lords of the admiralty will not think fit to let a miscarriage of this kind pass without a due inquiry and censure.' In the meantime he is to hasten into Sheerness to refit his rudder,[1] and rectify what other damages he may have sustained [3492], keeping his men on board, that he may the sooner be in condition to resume his voyage and overtake the Dartmouth.

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[1] *D. N. B.* xxxix. 68.

[2] Master-general of the ordnance. *D. N. B.* x. 231.

[3] Commander of the Portsmouth [3442].

[4] See note to No. 2734.

[5] Out of order in the MS.

[6] See note to No. 2387.

[7] Commander of the Dartmouth [3488].

3492. [p. 252.] 23 *Nov. S. P. to Mr. Shish*, master-shipwright at Sheerness.—The Rose 'having come to an untimely disaster by breaking of her rudder[2] in striking aground as she was going through the Narrow' [3491], he is to refit her with all possible speed.

3493. [p. 253.] 23 *Nov. S. P. to Captain Fasby*, of the Charles yacht, at Greenwich.—He is to carry the enclosed orders [3491] to Captain Ashby at the Gore, taking on board any persons or things he may have necessary to be sent to the Downs to the fleet there.

3494. [p. 253.] 23 *Nov. S. P. to the Navy Board.*—Desires their orders to hasten the refitting of the Rose at Sheerness.

3495. [p. 254.] 24 *Nov. S. P. to Sir Samuel Morland.*[3]—Upon a motion from the officers of the navy, the king will have his engine at Chatham tried; and the writer has by his command acquainted Sir Richard Beach[4] therewith, who adviseth that some person may be sent down by him to put the engine forthwith into a condition of service. 'I do myself purpose to wait on you down to Chatham to see the proof made, in company with the surveyor of the navy,[5] that so the matter may be equally determined, and you, as well as the king, discharged of any further disputes about it. . . .'

Margin: 'About his engine at Chatham for freeing the dock there of water.'

3496. [p. 254.] 24 *Nov. Summons to attend the lords* to-morrow morning at 9, to the masters of the ships

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[1] MS. 'ruther.

[2] MS. 'rother.'

[3] *D. N. B.* xxxix. 68.

[4] Resident commissioner at Chatham [3291].

[5] Sir John Tippetts.

Prince Rupert and Shaftesbury, lately come into the river of Thames [3410].

Underwritten : 'By their lordships' command.—S. P.'

3497. [p. 254.] 24 *Nov. S. P. to the Commissioners for the Customs.*—About a pass for the Lily, of Yarmouth, Norman Cluneis master, in that port bound to the Straits.

3498. [p. 254.] 24 *Nov. The same to the same.*—About a pass for the Providence, of Bristol, now at Bristol.

3499. [p. 255.] 24 *Nov. S. P. to Mr. St. Michel,*[1] at Deal.—Suspects that too much liberty is taken by the commanders of his Majesty's ships employed in the Downs, and possibly their under-officers and companies, of spending their time on shore. Desires him to report such neglects ; 'not that I have any purpose of exposing the good office you shall do his Majesty therein so as to make it liable to the occasioning you any prejudice, but to improve it silently to such use as may serve for the providing timely cautions and admonitions to our commanders for the remedying of the evils which must attend any such liberties, should they remain unobserved' [3500, 3528].

3500. [p. 255.] 24 *Nov. S. P. to Mr. Lodge,* postmaster at Deal.—The report which Captain Lassells[2] and other commanders in the Downs had got among them touching his informing the writer of their misbehaviours, and particularly of their lying on shore, is wholly untrue ; but the king and lords would have esteemed it a very good office of his—not that the same can out of any particular duty of his be challenged from him. The writer hopes that he will privately do it, and 'will order it so as instead of any prejudice to you, the good service you shall do therein to the king shall be well represented to him and my lords to your advantage' [3499, 3528].

3501. [p. 256.] 24 *Nov. S. P. to the Navy Board.*—Encloses them a letter [3502] to the captains of either of the yachts they mention, in order to Captain Tinker and Mr. Shish's[3] going down this next tide, with directions of sending up advice by express of their opinion which way it would be best to have the Rose ordered, in case she cannot be put to rights where she now is. Sends also a word to Captain Ashby for his staying where he is [3503].

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[1] See note to No. 2387.

[2] Commander of the Garland, and hitherto commander-in-chief in the Downs [3417]. See ii. 236 *n. supra.*

[3] Presumably Captain John Tinker, the master attendant at Deptford [2988], and Jonas Shish, senior, the master-shipwright there [2929].

3502. [p. 257.] 24 *Nov. S. P. to the Commander of either of his Majesty's yachts, the Anne or Portsmouth.*—To carry Captain Tinker and Mr. Shish down to the Gore [3501].

3503. [p. 257.] 24 *Nov. S. P. to Captain Ashby*, commander of the Rose, at the Gore.—To follow the advice of Captain Tinker and Mr. Shish as to remaining where he is or departure thence [3501].

3504. [p. 257.] 25 *Nov. S. P. to the Commissioners of the Customs.*—About a pass for the Elizabeth, of Topsham, John Stafford master, in that port bound to the Straits.

3505. [p. 257.] 25 *Nov. The same to the same.*—About a pass for the Gabriel, of Bristol, now there.

3506. [p. 258.] 25 *Nov. S. P. to Colonel Jeffreys*,[1] on board the Dartmouth, in the Downs.—Is exceeding glad he is safe got to the fleet; but his Majesty will, he doubts, be angry at his officers being not yet on board [3527]. The misfortune of the Rose [3492] happens very unluckily, but the Dartmouth is ordered to proceed without her.

3507. [p. 258.] 25 *Nov. S. P. to Captain Lassells*,[2] Sheerness.—Presses him to the despatch of his ship. His sailing orders are this day delivered to the Minister of the King of Sweden (Monsieur Leyenbergh).[3]

3508. [p. 258.] 25 *Nov. S. P. to Captain Clements*,[4] Downs.—To stay in the Downs till further orders.

3509. [p. 259.] 25 *Nov. S. P. to Sir Richard Beach*,[5] at Chatham.—Leave to come to town.

3510. [p. 259.] 25 *Nov. S. P. to Lieutenant Hodder*,[6] on board the Drake, at Rye.—To lose no time in proceeding on his voyage.

3511. [p. 259.] 27 *Nov. S. P. to the Commissioners of the Customs.*—About a pass for the Truelove, of Topsham, John Parker master, now at Topsham.

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[1] Commander of the land forces for Virginia [3527]. See Winsor, *History of America*, iii. 152

[2] See note to No. 3500.

[3] MS. 'Loyonbergh.'

[4] Commander of the Greyhound [3592].

[5] Resident commissioner of the navy at Chatham [3291].

[6] See note to No. 3473.

3512. [p. 259.] 28 *Nov. The same to the same.*—About a pass for the John and Mary, of Shoreham, John Buckshaw master, in that port.

3513. [p. 259.] 28 *Nov. S. P. to two Mr. Shish's,*[1] at Sheerness.—Understands from theirs of the 27th that the Rose is come to Sheerness. To lose no time in fitting her [3492].

3514. [p. 260.] 28 *Nov. S. P. to Mr. St. Michel,*[2] in the Downs.—Encloses the king's warrant for his mustering the land forces going to Virginia [3535]. He is to do it with as much respect to Colonel Jeffreys and the rest of the land-officers as he can.

3515. [p. 260.] 28 *Nov. S. P. to the Navy Board.*—Has sent the warrant to Mr. St. Michel, the king's agent and muster-master at Deal [3514].

3516. [p. 260.] 29 *Nov. Memorial about privateers.*—'Memorial, that his Majesty's pleasure may be known at the council-table (from whence the late orders for bringing in of French privateers proceeded) whether the execution of the said warrant be to be continued, or forborne [3535] in consideration of the King of France's late ordinance, advice being newly come of a privateer so sent into Dover by his Majesty's ship the Drake.'

Underwritten: 'By his Majesty's command.—S. P.'

3517. [p. 260.] 29 *Nov. Memorial about the number of men to be declared for for the year* 1677.—'Memorial, that his Majesty may be moved to signify his pleasure this day at the council-board touching the number of men to be declared for for his service at the seas within the ensuing year, commencing 1 Jan. 1676–7, and determining the last of Feb. 1677[–8], viz. 3,265 men for 13 lunary months; and that the lords of the admiralty may be directed to cause an estimate to be in due and usual form prepared in order to a privy seal to be thereupon issued for defraying the charge thereof.'

3518. [p. 260.] 29 *Nov. S. P. to the Commissioners for the Customs.*—About a pass for the Recovery, of London, Richard Croxford master, in the Downs.

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[1] Mr. John Shish was master-shipwright at Sheerness [3523]. The other Mr. Shish is probably the one referred to in No. 3501.

[2] See note to No. 2387.

3519. [p. 261.] [29 *Nov.*] *The same to the same.*—About a pass for the Good Intent, of Plymouth, John Wheaton master, at Plymouth bound for the Straits.

3520. [p. 261.] 1 *Dec. The same to the same.*—About a pass for the Bonadventure ketch, of Topsham, Michael Hooker master, at Topsham bound to the Madeiras.

3521. [p. 261.] 1 *Dec. The same to the same.*—About a pass for the Bonadventure, of Southampton, Thomas Clotworthy master, at Southampton.

3522. [p. 261.] 1 *Dec. S. P. to Henry Slingesby,*[1] *Esq.*—'His Majesty having it in his purpose to reward some officers in a particular manner for a special service lately done him at sea by bestowing upon them medals and chains, I am by his command to desire that you will please to let me know . . . what the ordinary value of his medals and chains heretofore on like occasions given hath amounted to, distinguishing (if you can) what the largest and what the least.'

3523. [p. 261.] 1 *Dec. S. P. to Mr. Shish,*[2] master-shipwright at Sheerness.—His Majesty takes notice of his care in the despatch given to the Rose [3513].

3524. [p. 261.] [1 *Dec.*] *S. P. to Lieutenant Hodder,*[3] Downs, on board the Drake.—Desires an account how it came to pass that the Elizabeth only of all his convoys should happen to be left behind him at Dover when the rest and he parted thence for Rye; as also upon what inducements he preferred staying for her alone to accompanying the whole body of his convoys; and, lastly, how far he will justify the same by his not having a pilot when, had he not been forced into Dover by contrary wind, he had had it then in his purpose to have proceeded with them to Ostend without any pilot, and as an evidence thereof had never till now mentioned his want or expectation of any [3597]. One ill consequence at least probably may attend his delay in this matter, namely the appointing another person to supply his place as lieutenant in the Garland in her present voyage to Gottenburg.

3525. [p. 262.] 1 *Dec.* [*S. P.*] *to Mr. John Pepys.*[4]—

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[1] Mr. Henry Slingesby was master of the mint (*Cal. S. P. Dom.* 1673, p. 263).

[2] See ii. 339 *n. supra.*

[3] See note to No. 3473.

[4] See note to No. 2857.

Desires him to get a pilot for the Garland: this is all she stays for.

3526. [p. 262.] 1 *Dec.* [*S. P.*] *to Captain Ashby*, commander of the Rose, Downs.—To call upon Captain Temple[1] for his instructions [3490]. Will send him others if the fleet should be gone [3553].

3527. [p. 263.] 1 *Dec.* [*S. P.*] *to Colonel Jeffreys*, commander of the land forces going to Virginia.—The writer is sorry he misunderstood his letter to mean that his officers were then all behind him; he now collects his intention only to have been that they were not then any of them come on board his yacht [3506].

3528. [p. 263.] 1 *Dec.* [*S. P.*] *to Mr. St. Michel*,[2] at Deal.—Is glad to find by him the little cause there is of any suspicion that the commanders in the Downs resort to and lie on shore [3499].

3529. [p. 263.] 1 *Dec.* [*S. P.*] *to Captain Ashby*, commander of the Rose, Sheerness.—If still there he is to sail into the Downs till further orders [3526].

3530. [p. 264.] 1 *Dec.* *S. P. to Captain Temple*, commander of the Dartmouth, in the Downs.—Wonders that he has not heard from him. Desires him to report at once by express the condition of his ships and their readiness to sail.

3531. [p. 264.] 2 *Dec.* *S. P. to Sir John Bankes.*[3]—'I have fresh occasion of repeating what I lately mentioned to you about colours worn by the ships belonging to the East India Company different from what the merchant ships of other his Majesty's subjects generally do, and by his Majesty's proclamation of 18 Sept. 1674 . . . are bound to use, without any provisional exception made therein on behalf of the said Company; for want whereof, not only his Majesty's commander-in-chief in the Downs but others of his captains and officers are under an obligation of interrupting your ships in the wearing your said colours, and have several of them applied themselves to me at sundry times (and now lately) for direction therein, with answer still given them by me in favour of the Company [3469], as knowing their and their predecessors' usage in that matter, and the moment it may be of to them that the same should be continued; but, forasmuch as it cannot be thought fit for me to remain under a constant accountableness for any behaviour of his Majesty's officers different from his pleasure signified by a proclamation, I desire you will please to take an opportunity of mentioning this thing to my honoured friends of your Company, to the end that (in case their service be indeed concerned in the continuance of this their usage) they may take some way of making their desires therein known to his Majesty, that so what he shall think fit to indulge to them upon it may be done by an order pursuant to the said proclamation, and his officers thereby indemnified in their obedience to it.'

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[1] Commander of the Dartmouth [3530].

[2] See note to No. 2387.

[3] See note to No. 2825.

3532. [p. 265.] 2 *Dec. S. P. to Sir Roger Strickland,*[1] commander of the Dragon, at Portsmouth.—Has received his of 27 Nov. and is very sorry the winds 'have fallen out so cross' for his and the Turkey ships' departure. As to Mr. Crofts, he comes not within the establishment, 'which limits the allowance of midshipmen extraordinary to such only who have been commanders or lieutenants'; and his number of volunteers, which by the said establishment is limited to three, is full by the king's late warrant to him on behalf of Mr. Wharton. The writer therefore does not see how Mr. Crofts can be provided for this voyage upon his ship, unless he should have a vacancy in his number of volunteers.

3533. [p. 266.] 2 *Dec. S. P. to Sir John Kempthorne,*[2] commissioner at Portsmouth.—Thanks him for his advice of the 25th touching the proceedings of the Dragon and Portsmouth. Will move the king for leave for his son, Captain Kempthorne,[3] to come to town for a month, so that the warrant may be ready to meet him upon his next coming upon the English coast [3571].

3534. [p. 266.] 2 *Dec. S. P. to the Commissioners for the Customs.*—About a pass for the America Merchant, of Bristol, William Martin master, at Bristol bound to the Straits.

3535. [p. 266.] 2 *Dec. S. P. to Mr. St. Michel,*[4] at Deal.—Hopes his list will suffice, though not signed by the land-officers [3514]. He is to show to the commander of each of his Majesty's ships which now are, and for some time shall come into, the Downs, the enclosed order of the lords revoking their former order for bringing in the French privateers [3516], that of forbidding their doing the like to the Spanish having been signified to them some time since.

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[1] *D. N. B.* lv. 52.

[2] See note to No. 2734.

[3] See ii. 113 *n. supra.*

[4] See note to No. 2387.

3536. [p. 267.] 4 *Dec. S. P. to the Navy Board.*—It is the king's pleasure that they examine the three gentlemen named in the margin, who appear to have served some time as reformadoes,[1] and report to him their proficiency in the study and practice of navigation, pursuant to the lords' order of the 2nd inst.

Margin: Mr. Francis Robinson, Mr. Denny, Mr. Thomas Davis.

3537. [p. 267.] 4 *Dec. S. P. to the Commissioners for the Customs.*—About a pass for the Golden Lion, of Bristol, Nathaniel Sanders master, in that port bound to the Straits.

3538. [p. 269.[2]] 4 *Dec. The same to the same.*—About a pass for the Golden Fleece, of Exeter, in that port.

3539. [p. 267.] 5 *Dec. S. P. to Captain Jenifer*, commander of the Saudados, in the Downs.—Encloses his Majesty's orders for his commanding in chief there.[3]

3540. [p. 267.] 5 *Dec. S. P. to Mr. Lock*, secretary at war.—Understands from Colonel Jeffreys[4] that there have been 2 soldiers put on shore at Deal of Captain Pickes's company, one being disabled by sickness and the other by an accidental wound in his leg. Fears they may be ill looked after, the commission providing for sick and wounded seamen being at an end, so leaves it to him to consider what may be done by the practice of the army in such cases.

3541. [p. 268.] 5 *Dec. S. P. to Colonel Piper,*[5] at Plymouth.—Thanks him for his of 23 Nov. with the news that was brought by the master of the St. Mark, of London. Desires his care of the enclosed letters to the commanders of the Adventure and Quaker ketch when they arrive.

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[1] See i. 190 *n. supra.*

[2] Out of order in the MS.

[3] In succession to Captain Lassells, commander of the Garland [3417].

[4] Commander of the land forces for Virginia [3527].

[5] Deputy-governor of Plymouth [2918].

3542. [p. 268.] 6 *Dec. S. P. to Captain Day.*[1]—Encloses orders for his going to Deal.

3543. [p. 268.] 6 *Dec. S. P. to Mr. Blathwayt.*[2]—Sends him the original papers of Captain Russell[3] and Captain Wyborne[4] touching the affairs of Newfoundland.

Underwritten : 'From Captain Russell :—

'An account of what ships have made fishing voyages this year at Newfoundland.

'An account of such ships as came this year ('76) for sacks to Newfoundland, with their number of men, guns, and tons.

'The names of the English inhabitants, with the number of boats and men, and their wives and children.

'An account of the French trade in Newfoundland.

'An account of the King of England's subjects in Newfoundland.

'From Captain Wyborne, compared with Captain Russell :—

'An account of the English inhabitants in Newfoundland between Bonaventure[5] and Petty Harbour.[6]

'An account of such ships as came this year for sacks to Newfoundland between Bonavista[7] and St. John's.

'An account of what ships have made fishing voyages this year at Newfoundland.

'French ships in Newfoundland ('76).

'A total account of their inhabitants, their boats, fish, frame, &c., from Trepassy[8] to the Bay of Bulls[9] ('76).'

3544. [p. 269.] 7 *Dec. S. P. to the Navy Board.*—[*As in* No. 3536.]

Margin : Mr. St. Loe, Mr. Dutton.

3545. [p. 269.] 7 *Dec. S. P. to Mr. Bridgeman.*[10]—

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[1] Commanding the Merlin yacht [3624]. See note to No. 3967.

[2] MS. 'Blathwaite.' He was secretary to the committee of trade [3316].

[3] See note to No. 2917.

[4] Commander of the Pearl [2896].

[5] MS. 'Boniventura.' Bonaventure is on the coast south of Bonavista and west of Trinity Bay.

[6] On the east coast of Newfoundland, south of St. John's.

[7] MS. 'Benevist.' Bonavista is north of St. John's, on the east side of Bonavista Bay.

[8] MS. 'Trepassa.' Trepassy Bay is on the south coast of Newfoundland, at the most southerly point.

[9] MS. 'Bay of Bull.' On the east coast of Newfoundland, south of St. John's and Petty Harbour.

[10] Mr. William Bridgeman, formerly clerk or secretary to Lord Arlington (*Cal. S. P. Dom.* 1673–5, index), was now occupying the same position in relation to Sir Joseph Williamson (*ib.* 1675–6, index).

Encloses the papers on which passes were granted to the City of London and Turkey Merchant. As for the Marquis, of London, no such ship has had a pass from the lords.

3546. [p. 269.] 7 *Dec. S. P. to the Commissioners for the Customs.*—About a pass for the Rebecca, of New York, at Falmouth bound to Amsterdam.

3547. [p. 269.] 7 *Dec. S. P. to Mr. Gibson.*[1]—Sends him a copy of a letter from Sir William Doyley[2] relating to the business of the sick and wounded. Desires so much in answer to it as he shall think needful to be presently said, either to the lord treasurer or the lords of the admiralty.

3548. [p. 270.] 7 *Dec. S. P. to the Commissioners for the Customs.*—About a pass for the Hopewell, of Yarmouth, —— Roame master, in that port bound to the Straits.

3549. [p. 270.] 8 *Dec. S. P. to Mr. Bridgeman.*[3]—Finding passes to have been granted within the months of March, May, June, and July last to four several Margarets of London [*see also* 3550], distinguished by the names of their masters in the margin, the writer desires to be directed which of them it is Mr. Secretary[4] means, or whether he shall send him the papers of all four.

Margin: Witte Lambert,[5] Ralph Crow, John Keeble, Thomas Hurlocke.

3550. [p. 270.] 8 *Dec. S. P. to the Commissioners for the Customs.*—About a pass for the Margaret, of London, James Andrews [master], in the Downs bound to the Straits.

3551. [p. 270.] 8 *Dec. The same to the same.*—About a pass for the Nicholas, of Plymouth, Nicholas Low master, in that port bound to the Straits.

3552. [p. 270.] 9 *Dec. S. P. to the Mayor of Bristol.*—Encloses some orders from the lords to Sir John Berry, which they desire may be sent to him by the first ship that shall depart from his ports to Virginia [3553].

Underwritten: 'The like to Mr. St. Michel,[6] in the Downs.'

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[1] Mr. Richard Gibson had been engaged in 1673 in arranging the accounts of the commissioners for sick and wounded seamen (ii. 62 *supra*).

[2] Late commissioner for the sick and wounded.

[3] See note to No. 3545.

[4] Williamson.

[5] M.S. 'Lambeth.'

[6] See note to No. 2387.

3553. [p. 272.[1]] 9 *Dec. S. P. to Sir John Berry,*[2] commander of the Bristol, on the coast of Virginia.—Has received his of 25 Nov. from sea, 80 leagues beyond the Lizard. The Dartmouth and the merchant ships with the soldiers sailed from the Downs on Sunday last, and the Rose the day following. Encloses an order from the lords, pursuant to another from his Majesty in council, relating to the caution he is to use upon the arrival of any of the merchant vessels which by the removal of the embargo [3465] are now at liberty to set forth towards Virginia, 'for better preventing their giving any succours to the enemy. . . .'

3554. [p. 271.] 9 *Dec. S. P. to Captain Booth,*[3] commander of the Eagle fireship, at Sheerness.—Leave to come to town for 3 or 4 days.

3555. [p. 271.] 9 *Dec. S. P. to Captain Jenifer,*[4] commander of the Saudados, in the Downs.—Shall acquaint the officers of the navy with what he writes concerning his mainsail left behind him at Deptford [3557].

3556. [p. 271.] 9 *Dec. S. P. to Captain Lassells,*[5] commander of the Garland, at Sheerness.—Has received his of the 7th, giving notice of his being still detained by contrary winds. Is very sorry that now when he is just ready to sail he should complain for want of men. Knows no other remedy at present than his using his endeavours for making up his complement with as good men as he can.

3557. [p. 271.] 9 *Dec. S. P. to the Navy Board.*—Captain Jenifer[4] desires that the mainsail which he left behind him at Deptford unfinished may be hastened down to him [3555].

3558. [p. 278.[6]] 9 *Dec. S. P. to the Commissioners for the Customs.*—About a pass for the Eagle, of Bideford,

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[1] There is another version of this letter on p. 270, described as 'sent by a merchant ship after' Sir John Berry. The one abstracted in the text is the fuller of the two, and is the one referred to in No. 3552. The other speaks of his 'giving orders to the merchant ships now going to Virginia and Maryland upon their arrival at James River, whither they are directed to repair.'

[2] See note to No. 3438.

[3] See note to No. 2693.

[4] Commander-in-chief in the Downs [3539].

[5] See note to No. 2181.

[6] Out of order in the MS.

Robert Hoxland master, in that port bound to the Straits.

3559. [p. 273.] 11 *Dec. S. P. to the Navy Board.*—'This comes in pursuance of what was proposed by some of your number on Saturday last to his Majesty and agreed to touching the appointment' of a second boatswain 'to each of the galley-frigates,'[1] for 'the better exercising, instructing, and commanding the gangs of men which shall be appointed to the oars.' In which, 'because the matter is wholly new,' the writer desires to know what they shall 'think requisite to be established, either by way of charge, instructions, or otherwise to the said officer or his commander or company,' with their opinion 'what may be a fitting salary to be settled for him, together with the names of such two particular persons' as they 'would recommend to the said employment, or the qualifications of persons in general requisite for the fitting them for the same.' Prays that no time be lost, the ships being in all respects ready to sail so soon as they shall have taken some requisites on board for Tangier.

3560. [p. 273.] 11 *Dec. The same to the same.*—Application having been made to his Majesty by Captain Canning[2] for altering his hearth, 'which by the want of room in the forecastle is not capable of the conveniency of a baking-place said to be commonly allowed to all his Majesty's ships, by which it is become necessary that the said baking-place be made apart from the hearth,' it is the king's pleasure that the want of the said conveniency be supplied in such manner as the board shall 'judge most proper to answer the accommodation of that kind generally provided on board other ships.' They are to remember to give such orders about his Majesty's ships in the River, for the bringing them on ground or otherwise, as they shall judge most proper for securing them against the ice [3562]. Mr. Murray, who hath solicited them on behalf of Captain Hamilton,[3] telling the writer that they seem to want the lords' order for dispensing with the admiral's instructions in the present payment of his wages for his service in the galley, this is to note to them that it is already given in a clause of their lordships' letter to the board of 14 Sept.

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[1] See note to No. 3240.

[2] Captain George Canning, formerly commander of the Portland, had been appointed to command the James galley-frigate by a commission dated 20 Oct. 1676 (i. 332 *supra*). Charnock says in error that the appointment was made 'in the year 1677' (*Biog. Nav.* i. 330).

[3] See note to No. 3310.

3561. [p. 274.] 11 *Dec. S. P. to Captain Jenifer,*[1] commander of the Saudados, in the Downs.—Will send orders concerning the Drake, for bringing her in either to be laid up or to have her leaks stopped [3564].

3562. [p. 274.] 11 *Dec. S. P. to Mr. Pett,*[2] master-shipwright at Woolwich.—Has moved the king and lords (in the presence of the principal officers of the navy) in the business he proposed of bringing his Majesty's ships on ground for securing them against the ice [3560]. Doubts not he will very speedily receive orders from the said principal officers, to whom the care thereof is referred.

3563. [p. 274.] 11 *Dec. S. P. to Mr. Bertie,*[3] secretary to the lord treasurer.—Encloses a copy of a letter from Sir William Doyley[4] relating to the business of the arrears due to the account of sick and wounded, as the same is by the lord treasurer committed to the examination of Mr. Gibson,[4] in order to his lordship's making such use thereof for preventing the evils suggested by Sir William Doyley (of the double payment of the said arrears) as to him shall seem fit.

3564. [p. 275.] 11 *Dec. S. P. to Lieutenant Hodder,*[5] at present commanding the Drake in the Downs.—To bring the Drake into Sheerness [3561], making all the haste he can, that he may return to his office upon the Garland before her setting forth for Gottenburg.

3565. [p. 275.] 12 *Dec. S. P. to the Commissioners for the Customs.*—About a pass for the Pearl, of Yarmouth, Edward Watson master, now at Yarmouth bound to the Straits.

3566. [p. 275.] 12 *Dec. S. P. to Captain Canning,*[6] commander of the James frigate.—'I am mightily surprised this morning at an application made to me by three watermen, complaining that after they had by order of their Hall put themselves to the charge of fitting each of them a man to serve his Majesty on board your ship, each of which hath not only passed the examination of the officers of the navy, and as I thought your own, but upon their being brought up hither appear to be very able young men [3569], of from 24 to 26 years of age, near out of their time, and desirous to go into his Majesty's service, your lieutenant should in your absence discharge them—a practice which without very good reason shown for it by him will give just matter of offence' to the king and lords, 'when it shall be remembered what complaints you lately found cause to make of want of men, and the ill choice made of the watermen first sent from the Hall, to the occasioning a trouble not only to the officers of the navy and yourself to take a review of them and come to a new choice, but to the king also and the council board by the granting press-warrants both for watermen and seamen in time of peace' [3578]. The writer takes this notice of it to him before he mentions it to the king and lords, that he may have opportunity of rectifying it by directing the young men to be continued in his Majesty's service, or of offering some justification of their being discharged [3658, 3660].

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[1] Commander-in-chief in the Downs [3539]. [2] See ii. 92 *n. supra.*

[3] MS. 'Bartie' as in No. 1787; cf. 'Bartue' in No. 452.

[4] See note to No. 3547. [5] See note to No. 3473.

[6] See note to No. 3560.

3567. [p. 276.] 12 *Dec. S. P. to Sir William Doyley.*[1]—Has communicated his letter to the king and lords, and by their order has given a copy of it to Mr. Bertie [3563].

3568. [p. 276.] 12 *Dec. S. P. to Captain Kempthorne,*[2] Monmouth yacht, Holyhead.—Encloses a copy of the king's orders for leave for his coming to town for a month, the original whereof is sent to Chester [3570].

3569. [p. 277.] 12 *Dec. S. P. to Mr. Pett,*[3] muster-master at Gravesend.—Thanks him for his account of the 10th of the condition of the watermen in the Charles galley.[4] Prays him to take no less care in mustering the James[4] when she shall come within his reach; and particularly to observe whether the three watermen named in the margin be on board her [3566], and if so to let the writer have private advice 'whether there be no watermen or other men (either pressed or volunteers) of less growth and likeliness of person and age entered on board that ship than those three' [3578]. Finds by his muster of the 6th that there was then 230 men on board the Charles, which is

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[1] See note to No. 3547.

[2] See ii. 113 *n. supra.*

[3] See ii. 92 *n. supra.*

[4] See note to No. 3240.

10 more than her complement, and that he went still on in mustering of more by the addition of 2 by his muster on the 9th. It therefore appears that he either has not the complements of each ship notified to him from the navy board (which the writer cannot easily believe), or that he has no regard to the said complements but takes upon him the liberty of entertaining into his Majesty's charge whatever number either 'the indiscretion, oversight, or lavishness of a commander' shall think fit to bring on board, to the preventing his Majesty of one of the greatest benefits expected from a clerk of the check. Expects his answer to this, in order to his laying the same before the king and lords for preventing that 'irregularity and exorbitance' for the time to come.

Margin: Nicholas Backwell, William Clare, Bartholomew Davis.

3570. [p. 277.] 12 *Dec. S. P. to Captain Kempthorne,*[1] commander of the Monmouth yacht, at Westchester.[2]—Leave to come to town for a month [3568].

3571. [p. 278.] 12 *Dec. S. P. to Sir John Kempthorne,*[3] at Portsmouth.—Has received his of the 9th, and leave is sent to Captain Kempthorne[1] [3568, 3570]. Thanks him for his advice of the Dutch men-of-war at St. Helen's, and the Frenchmen in the harbour.

3572. [p. 278.] 12 *Dec. S. P. to John Trelawny, Esq.,*[4] Vice-Admiral of the south[5] parts of Cornwall.—Has received his of the 4th, and will take the direction of the king and lords in the matter of the French privateer mentioned therein.

3573. [p. 278.] 12 *Dec. S. P. to Mr. Pett,*[6] master-shipwright at Woolwich.—Cannot presently give him an account of what the king will do touching the present putting into his hands the building of a yacht, though he doth express 'his great well-liking' of the models he presented him with.

3574. [p. 278.] 13 *Dec. S. P. to Sir Anthony Deane.*[7] —Desires an account, before the council rises this day, of how the declaration for the present year for Tangier stands, viz. how much remains unissued, and what victuals remain in store there for the use of the king's ships.

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[1] See ii. 113 *n. supra.*

[2] See note to No. 2705.

[3] See note to No. 2734.

[4] See note to No. 2862.

[5] M.S. 'north.'

[6] See ii. 92 *n. supra.*

[7] See note to No. 3033.

3575. [p. 279.] 13 *Dec.* *S. P. to the Navy Board.*—Encloses a paper noting the respective times by which the victualling of each ship mentioned in the writer's last is to be computed. Desires that they will hasten the distribution of the victualling all they can.

3576. [p. 279.] 13 *Dec.* *S. P. to the Commissioners for the Customs.*—About a pass for the Mary, of Topsham, in that port bound to the Straits.

3577. [p. 279.] 13 *Dec.* *S. P. to the Lord Privy Seal.*[1]—Desires him to take the king's pleasure at the council-table on the two enclosed memorials, the lords being by the late Order of Council left without any rule before them how to proceed in the case of French privateers.

3578. [p. 279.] 13 *Dec.* *S. P. to the Navy Board.*—Desires their perusal of a copy of a letter to Captain Canning[2] [3566], and that they will inform the writer: Whether the three watermen's servants mentioned therein were not approved on by the members of their board who had the inspection of the watermen chosen at the Hall for the service of the said frigate? Whether upon another view of them they will not still think them fit for that service? Whether they conceive the discharging of such able young men, the disappointing of their masters, the imposing upon the Hall, and (which is more) upon themselves and the lords, and lastly the multiplying of entries upon a ship's book by unnecessary changings of men, be to be admitted (with so much contempt as the writer is told it is done by Captain Canning to the lords and them), upon no other consideration than that of their never having been at sea?

Proposes their sending some particular person to muster the ship's company [3569, 3585], and 'in so doing particularly to take notice whether he finds no persons on board but such as have been at sea; and if any, whether none of them be less likely by strength of body, age, and education upon the water . . . than those three; and the number and names of such (if any) as he shall judge less qualified than they with respect to the wages one or t'other are to receive from the king; and, lastly, the abilities of the three particular men which he shall understand these three to have been discharged to make room for.' In this the writer is much the more urgent from a consideration which they will think 'no trivial one': 'That after all the tenderness at all times expressed by his Majesty, my lords of the council, my lord admiral, and my present lords of granting, and ourselves in executing, warrants for pressing of men, especially in time of peace, so just an occasion of complaint should be given as is now offered, both to the Watermen's Company in general and the masters of these three persons in particular, of the trouble and charge they have been put to for the pressing of men for these two little frigates, to be turned off again as soon as they are pressed, though able and inclined to serve. . . .'

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[1] The Earl of Anglesey. *D. N. B.* ii. 1.

[2] See note to No. 3560.

3579. [p. 281.] 13 *Dec.* *S. P. to Mr. Hayter*,[1] at the navy office.—Desires to know Sir John Tippetts's[2] answer to the writer's question touching what 4th and 5th rates and one 3rd rate may be with least expense and in shortest time fitted for the next year's services [3585].

3580. [p. 281.] 13 *Dec.* *S. P. to Captain Jenifer*,[3] commander of the Saudados, in the Downs.—Thanks him for his of the 11th, and his account of the condition of the Greyhound.

3581. [p. 281.] 13 *Dec.* *S. P. to Mr. St. Michel*, at Deal.—In his inquiries after the reason why Captain Temple in the Dartmouth did not with his fleet to Virginia get out of the Downs the same day as the merchant ships bound to the Straits, the writer understands that though Captain Temple excuses it by one reason, namely that the merchantmen could not all get under sail before night so that he was forced to anchor again, some masters of merchantmen 'have given it out by way of complaint that it arose from his not being to be got timelily from the shore.' Desires to know the truth. The day upon which the Straits ships sailed was the 2nd; when the writer understands (on Sir Richard Haddock's[4] authority) they were got clear of the Foreland by 2 in the afternoon.

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[1] See note to No. 2857.

[2] See note to No. 2530.

[3] Commander-in-chief in the Downs [3539].

[4] See note to No. 3268.

3582. [p. 282.] 13 *Dec. S. P. to Captain Dickenson*,[1] commander of the Hunter, on the coast of Guinea.—Has received his of the 17th from the Madeiras, giving notice of the governor of that island's denying him pratique,[2] and has communicated it to the king and lords. The Royal Company having made it their request to his Majesty that the Hunter may be ordered home to England, their service not requiring her further attendance, the king's orders for his return are enclosed [3589].

3583. [p. 282.] 13 *Dec. S. P. to the Navy Board.*—The Greyhound being unfit to stay abroad by reason of her present leakiness, the writer desires their advice whether it will be most convenient to fit her at Sheerness, or at Dover as Captain Clements proposes, as a place where she may be done with most ease and despatch, which is of importance at this time to the king by reason that the Drake is also driven to come into Sheerness for stopping of her leaks [3592].

3584. [p. 283.] 13 *Dec. S. P. to Mr. Pett*,[3] muster-master at Gravesend.—To cause the enclosed letter to be given to the captain of the Katherine yacht upon her arrival at Gravesend.

3585. [p. 283.] 14 *Dec. S. P. to Mr. Hayter.*[4]—Finds that 'the condition of the River by ice so scatters the watermen' that the writer cannot reach the three who were to have shown themselves to the person the board shall send down to muster the James frigate [3578]; but if the board agree to what the writer proposes, the same thing may be done by a view of them after the muster; 'and therefore having the further reason you give for prosecuting this inquiry, by Captain Canning's[5] purpose of discharging many more besides these three, I am the more convinced of the expediency of having of a perfect muster taken, and a book of entries brought to you, with care committed to the person the board shall employ in it to take special notice of the abilities, age, and seamanship of the said company, and particularly of such as he shall find entered after your providing of the watermen, and especially those for whom your watermen were discharged to make room.' Thanks him for his list of 4th and 5th rates, but desires a word or two of the 3rd rates [3579].

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[1] See ii. 367 *n. supra.*

[2] MS. 'prattick.'

[3] See ii. 92 *n. supra.*

[4] See note to No. 2857.

[5] See note to No. 3560.

Postscript.—To remember the despatch of his distribution of the victualling ports for the next year.

3586. [p. 283.] [14 *Dec.*] *S. P. to the Commissioners for the Customs.*—About a pass for the Nonsuch, of Topsham, John Venner master, now in that port bound for the Straits.

3587. [p. 284.] 14 *Dec. S. P. to Mr. Secretary Bertie.*[1]—Desires he will move the lord treasurer for his pleasure about disposing the brimstone on board the Ann and Christopher fireship [3755], brought home from Tripoli 'in part of the satisfaction given his Majesty by that government'; the officers of the navy having made it their desire on his Majesty's behalf that care may be taken for its speedy removal out of the said ship, and that only 50 tons thereof may be appointed to the navy for the use of his Majesty's ships when the same shall come to be disposed of, which the lord treasurer 'hath the only right of directing' [3641].

3588. [p. 284.] 14 *Dec. S. P. to Mr. Sherburne*, one of the principal officers of the ordnance, Tower.—The king and lords are well satisfied with the result of the report lately presented to his Majesty from the office of the ordnance in discharge of that office 'from being burdened with the providing of boats for the maritime forts and castles, and that as far as the same must nevertheless in some proportion be done, the office of the navy is most properly chargeable with the doing thereof.' In order to enable him to lay before the king and lords at once 'the consideration of that whole matter, and that one general resolution may be maturely taken which of the said forts and castles and which alone, shall have this provision made for them, and to what degree to each respectively, to be hereafter reckoned as a standing branch of the ordinary charge of the navy,' the writer requests of him one list of all the maritime forts and castles, great and small, within the kingdom.

3589. [p. 285.] 14 *Dec. S. P. to Sir John Bankes.*[2]—

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[1] Secretary to the lord treasurer [3563].

[2] See note to No. 2825.

Encloses orders for the Hunter's return home without staying the full time first designed her [3582.]

3590. [p. 285.] [15 *Dec.*] *A Memorial touching the slaves lately belonging to the galley at Tangier.*—'That as well for easing his Majesty's garrison at Tangier as the stores appointed for the service of the navy there, of the charge of victualling the slaves lately belonging to and employed in his Majesty's galley the Margaret, now discharged, his Majesty will be pleased by his order to my lords of the admiralty to authorise and direct them to issue their warrant to the principal officers and commissioners of the navy for the transferring all the slaves belonging to his Majesty, and lately serving at Tangier in his said galley, unto Henry Sheeres,[1] Esq., present undertaker for the building of his Majesty's mole there, to be by him maintained, commanded, and employed in the work of the said mole, with the same place to be continued to him for their lodging wherein they have been hitherto kept, and now are' [3610].

Underwritten: 'By his Majesty's command.—S. P.'

3591. [p. 285.] 15 *Dec. Memorial for the Council about Captain Pibus.*[2]—Whereas his Majesty by his establishment made at the council table 19 May, 1675, granted 'half-pay during peace and want of employment' to such as had served as masters of 1st and 2nd rates during the last war; by which limitation Captain John Pibus, who served as master of the Royal Sovereign in the former war, is excluded without a special Order in Council; and whereas he is the only surviving master of the 1st and 2nd rates unprovided for of all that served in the former war, and appears to have faithfully served as commander in the latter war, his Majesty is humbly moved by the lords that he may have the benefit of the said establishment.

Underwritten: 'By command of the lords.—S. P.'

3592. [p. 286.] 15 *Dec. S. P. to Captain Clements,* commander of the Greyhound, Downs.—To sail to Sheerness to be refitted and supplied with stores [3583].

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[1] *D. N. B.* lii. 10.

[2] Late commander of the Fanfan yacht [245].

3593. [p. 286.] 16 *Dec. S. P. to the Navy Board.*—The Greyhound is according to their advice [3583] ordered to Sheerness, as also the Drake, of whose condition they are to order a survey to be made there and sent to the lords, together with their opinion whether she may be speedily refitted out to sea, or whether it would be better husbandry to have her paid off and another ship fitted out to supply her place in the Downs.

3594. [p. 286.] 16 *Dec. S. P. to the Commissioners for the Customs.*—About a pass for the Success, of Bideford, at Barnstaple, Christopher Yeo,[1] master, bound for the Canaries [3599].

3595. [p. 286.] 18 *Dec. The same to the same.*—About a pass for the Hannah, of Topsham, Stephen Whithall master, now in that port bound to Lisbon.

3596. [p. 287.] 18 *Dec. Memorandum.*—'Captain Day[2] had general instructions delivered him as commander of the Bezan yacht.'

3597. [p. 287.] 18 *Dec. S. P. to Lieutenant Hodder,*[3] on board the Drake, at Sheerness.—Has received his of the 4th, giving an account of the reason of the time spent in convoying the Exeter ships to Holland [3524]. Will be ready to do him right, and will let the king and lords know 'the little regard the merchantmen showed to his Majesty's care of them in the providing them convoy by their so slightly leaving it; but it is not the first time his and his commanders' care have been so treated.' He is to hasten the survey of his ship and reporting up hither the condition she is in.

3598. [p. 287.] 18 *Dec. S. P. to Mr. Sandford,* clerk of the control at Woolwich.—Fears the leave he asks without limitation of time for the executing his place by a deputy is calculated principally (if not wholly) for evading his creditors, thus drawing 'the general reproach upon his Majesty's service of being made a shelter for persons of broken credits and fortunes, besides the introducing a precedent to others . . . to demand the same favour, and perhaps tempting them to the taking of such courses as shall reduce them to the needing it.' The writer can by no means concur with it, though if he presses it he will present his petition to the lords.

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[1] MS. 'Yea.'

[2] See note to No. 2967.

[3] See note to No. 3473.

3599. [p. 288.] 19 *Dec.* *S.P. to the Commissioners for the Customs.*—About passes for the Eagle, of Bideford, and the Success, of Bideford, in that port bound to the Straits [3594].

3600. [p. 288.] 19 *Dec.* *S. P. to Governor Legge*,[1] at Portsmouth.—Acknowledges his very obliging and most welcome letter of the 17th, giving an account of the great despatch he has in so little time made towards the putting both his port and his Majesty's ships lying therein 'in so good a condition of safety,' with which the king, his Royal Highness, and the lords are very well satisfied. The king's orders will be speedily issued to the master of the ordnance 'in confirmation of what you have done in issuing of arms to the boats, and in mounting the guns you mention as well on board his ships as elsewhere, the occasions which are now before us not being in view when the preventing the embezzlements of a few aprons, quoins, tarred lines, and such like trivial matters was thought reason sufficient to beget that method by which his Majesty's ships become totally stripped of their ordnance as soon as they come to be laid up in harbour.' His causing the master attendant to lie on board hath been already some days since confirmed by the king's warrant to Sir John Kempthorne.[2]

The king and lords receive great satisfaction from the voluntary offer of the Heer Almonde[3] for his smaller ships to lie at Cowes and greater at the Spithead, it at the same time preventing complaint on their side and removing apprehensions on ours.

'Your observation of the shortness of the number of workmen to be had for supplying of night watches, together with the difference of charge it would be of to his Majesty, and the further consideration of how much less service their watchings must be thought to be to the king who are wearied with day labour than of those who shall be purposely entertained for that use, hath led his Majesty and my lords to determine upon having seamen entered for that work.' Desires his opinion touching the number necessary, and the readiest means of obtaining them.

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[1] Colonel George Legge, afterwards Lord Dartmouth, was at this time lieutenant-governor of Portsmouth (*D. N. B.* xxxii. 408).

[2] See note to No. 2734.

[3] MS. 'Alemond.' On Philip van Almonde, the Dutch admiral, see Michaud, *Biog. Univ.*, i. 512.

The officers of the navy have directions to furnish the Heer Almonde with 'the two anchors and stocks and 4 cables mentioned in his particular,' or with 'others of dimensions so near them as that our nakedness therein may not be discovered [3615]. In pursuance of which Sir John Kempthorne[1] will by this night's post receive their orders 'to issue the said stores upon such terms in reference to price and payment . . . as may secure his Majesty's payment here if it be indifferent to them, and at such rates as may prevent his Majesty being a loser, without giving them just cause of any complaint of the prices we impose upon them' [3614, 3615].

Has promoted the use which he so very advisedly makes of this occasion 'for pressing for something to be done on Gosport side for the security of the harbour, and with this success (his Royal Highness being pleased to improve it by his furtherance) that his Majesty hath declared, with the concurrence of all my lords, that something shall be speedily and effectually done in it.'

3601. [p. 290.] 20 *Dec. S. P. to Sir Richard Haddock*,[2] for Mrs. Fitzharris.—Desires his kindness to the bearer, (whose father was slain in his Majesty's service, and has left a family in need enough of any just favour), in getting a ticket paid wherein she is concerned.

Margin: 'Desires his kindness to *Mrs. Finch*.'

3602. [p. 290.] 20 *Dec. S. P. to Mr. St. Michel*, at Deal.—Thanks for his of the 15th about Captain Temple [3581].

3603. [p. 290.] 20 *Dec. S. P. to the Navy Board*.—The king is inclined to give Captain Betts,[3] late commander of the Europa hulk, 'some gratification for his extraordinary services and merits, . . . but so as that the same may in no wise beget a precedent of continuing wages to a commander upon any consideration after the ship is lost, nor for making allowance for loss of clothes in any case but that of ships lost in fight (notwithstanding the consideration that was had of the extraordinariness of the present case of Captain Betts, where the ship was lost by treachery[1] and the malefactors executed for the same)': the writer desires that they will compute what sum his wages would have amounted to from the time of the loss of the Europa to the return and paying off of the Harwich.

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[1] See note to No. 2734.

[2] See note to No. 3268.

[3] Captain William Betts, the master attendant at Tangier [1613], had been appointed to command the Europa hulk in 1674 (i. 325 *supra*). He is indexed by Charnock (*Biog. Nav.* ii. 3) under the surname 'Best.' He is not to be confused with Mr. Isaac Betts, the master-shipwright at Portsmouth (i. 77 *supra*).

3604. [p. 291.] 21 *Dec. S. P. to Sir John Kempthorne,*[2] at Portsmouth.—Thanks him for his of the 19th, with advice of the care he has taken in the execution of his Majesty's late orders for 'putting all things in an order of safety' within his harbour of Portsmouth, which the king and lords take in very good part. Hopes to-morrow to receive their pleasure about putting some more guns upon the Charles and Plymouth.

3605. [p. 292.] 21 *Dec. S. P. to Colonel Legge,*[3] at Portsmouth.—Thanks him for his of the 19th, with the additional caution he now adds of having a further number of guns placed upon the Charles and Plymouth [3604, 3614].

3606. [p. 291.[4]] 22 *Dec. S. P. to the Commissioners for the Customs.*—About a pass for the Hopewell, of Exeter, now in that port bound for the Straits.

3607. [p. 292.] 22 *Dec. S. P. to Captain Jenifer,*[5] commander of the Saudados, in the Downs.—Thanks him for his of the 21st, with advice of the proceedings of the armies in Sweden and Denmark, and his care in looking out for the French privateer.

3608. [p. 293.] 22 *Dec. S. P. to Captain Carverth,*[6] commander of the Francis, in the Downs.—Is glad of his safe return after the hazards he was exposed to in the voyage. He is to continue in the Downs and send up notice of the condition of his ship for continuing abroad.

3609. [p. 293.] 22 *Dec. S. P. to Mr. St. Michel,*[7] at Deal.—Thanks for his care of the Virginia packet. Finds by the list this day that the same ship is yet in the Downs, so encloses a letter of Sir Charles Wheeler's[1] to Lady Berkeley[2] for conveyance to the master of this vessel.

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[1] The entry in Pepys's *Register* concerning the Europa is 'burnt at Malta, 1675' (i. 291 *supra*).

[2] See note to No. 2734.

[3] See note to No. 3600.

[4] Out of order in the MS.

[5] Commander-in-chief in the Downs [3539].

[6] Captain Henry Carverth, formerly commander of the Young Spragge [2542], had been appointed to the Francis by a commission dated 10 Sept. 1676 (i. 333 *supra*).

[7] See note to No. 2387.

3610. [p. 294.] 23 *Dec. S. P. to the Navy Board.*—In answer to theirs of the 20th touching the disposal of the slaves at Tangier, the writer's judgment is that Sir Palmes Fairborne,[3] the present governor there, having desired to be rid of them, and Mr. Sheeres[4] desiring to have them, and his Majesty ordered as they see by the lords letter to them of the 19th [*see* 3590], Mr. Sheeres should have them for the mole; and all this being no more than a confirmation of a former order, there needs not any new trouble to be given either to the king or lords. Will move the lords commissioners of Tangier about repairing the Banian, 'it being not to be thought that the navy should be troubled with it.'

3611. [p. 295.] 23 *Dec. S. P. to Sir William Thompson.*[5]—His Royal Highness desires him to give Sir John Bankes[6] and Sir John Narbrough[7] a meeting at his Highness's lodgings on Monday morning next.

3612. [p. 295.] 23 *Dec. S. P. to Colonel Piper,*[8] at Plymouth.—Encloses the king's orders for his bringing up Peter Geraudeau,[9] the commander of the French merchantman, who was left in his custody by Sir John Berry[10] for refusing to strike to the Bristol at his return from the Straits, to be tried at a general sessions of the admiralty on 10 Jan. next, at the new Sessions Hall in Southwark; he being brought to the Marshalsea in Southwark, there to be delivered into the custody of Mr. Joynes, marshal of the admiralty [3633, 3650].

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[1] See note to No. 3384.

[2] Sir William Berkeley had just resigned the governorship of Virginia. *D. N. B.* iv. 368.

[3] See note to No. 2212.

[4] See note to No. 2724.

[5] Sir William Thompson, an alderman of London, had been one of the commissioners from the City to present the Restoration address to Charles II. at the Hague, and had been knighted on that occasion (Shaw, *The Knights of England*, ii. 225). In 1672 he appears to have been acting as a commissioner of customs (*Cal. S. P. Dom.* 1671–2, p. 62; *ib.* 1672, p. 30), and in 1674 he was appointed one of the commissioners to negotiate a new 'marine treaty' regulating the trade with the Dutch (*ib.* 1673–5, p. 287).

[6] See note to No. 2825.

[7] *D. N. B.* xl. 89.

[8] Deputy-governor of Plymouth [2918].

[9] *Text*, 'Gieaudeau'; *margin*, 'Geraudeau.'

[10] See note to No. 3438.

3613. [p. 296.] 23 *Dec. S. P. to Sir Cyril Wyche,*[1] *and Richard Aldworth, Esq.*, chief secretary to the Earl of Essex, Lord Lieutenant of Ireland, at Dublin Castle.—Sends them perfect instructions, digested upon advice with the officers of the customs and the lords of the committee for trade, with the approbation of his Majesty in council, in 'every of the essentials relating to the issuing of passes, and the preventing of the mistakes the same are incident to.'

Observes a particular or two wherein their proceedings in granting passes differ from the rules observed here by the lords. (1) 'Passes appear granted by my lord lieutenant to ships upon common employments in the terms of the passes designed only in relation to the Turks, whereas the passes of that form are in their use restrained only to ships bound to the Straits, vessels upon other employments being served with passes in the terms appointed by the treaty of commerce with the States of the United Provinces.' (2) 'I observe passes granted at Dublin to ships not only in outports of Ireland but in foreign ports, whereas my lords here are forbid, without special order of dispensation from his Majesty in council, to grant ordinary passes to any ship that is not in the Port of London, or Turks' passes to any but what are in some port of England, and this not without the oath of the master first had, whereas the oath of an owner only, without that of the master, hath been thought sufficient ground for your issuing of passes in Ireland.' (3) 'I find passes applied to English and Scotch ships in Ireland, whereas the rules given my lords of the admiralty confine them to ships belonging to England, Wales, and the town of Berwick, exclusive to such as appertain to any other of his Majesty's kingdoms or colonies.' Doubts not that the rules which they will now receive will be in every respect sufficient for their future guidance.

The 20 blank passes last sent them from the admiralty by the hand of Mr. Secretary Coventry[2] will be followed by more, so soon as they shall have occasion of desiring them.

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[1] MS. 'Wiche.' Sir Cyril Wych, of Hockwold, Norfolk, had been knighted at the Hague in May 1660 (Shaw, *The Knights of England*, ii. 226). At this time he was M.P. for Callington, Cornwall. His later connexion with Ireland appears to have been a close one. See *D. N. B.* lxiii. 192.

[2] *D. N. B.* xii. 357.

The king and lords are greatly satisfied with the punctuality of the register they have kept and transmitted copies of hither to Michaelmas last; which they will be pleased to continue and require from their outports, to the end that the general register designed here may be kept complete.

Mr. Secretary Coventry has lately put into the writer's hands the account they have sent him of the ships appertaining to each port of Ireland—'a work very desirable could it be perfected, and worthy any care that may render it so, it being what his Majesty hath long, and is at this day labouring for in England, and hath many times . . . suffered no small disadvantages from the want of. . . .'

3614. [p. 298.] 23 *Dec.* *S. P. to Colonel Legge*,[1] at Portsmouth.—'. . . I did yesterday bring the master of the ordnance to his Majesty, who was pleased upon my acquainting him with what you had proposed about having guns mounted upon the Charles and Plymouth [3605] to give him order to see the same effectually done'; who answered that 'he had already sent general orders to all his officers at Portsmouth to perform any directions that you should think fit to give them as to the mounting of guns, issuing of stores, or aught else relating to his Majesty's service.' Is extremely glad that the prices set by the officers of the navy for the stores to be supplied to the Dutch ships are thought so reasonable. Will speedily send orders 'for entering the number of seamen extraordinary which you propose, wherein the cautions you mention shall be observed in enjoining the entering of able seamen only, it being matter no less painful to me than I believe it true what you observe touching the present inability of the generality of the ordinary, after his Majesty's having been lately pleased to raise their wages in harbour to be equal to that which is allowed to them at sea, upon the single consideration of bettering the choice of his shipkeepers in harbour beyond what it was generally found to be while their wages there fell so much short of what they received when abroad.' Captain Crabb[2] also shall receive orders for his lodging on board the Plymouth.

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[1] See note to No. 3600.

[2] Captain John Crabb is described in Pepys's *Register* as 'commander of the boats at Portsmouth,' but the date of his appointment is not given (i. 340 *supra*).

3615. [p. 299.] 26 *Dec. The same to the same.*—Is glad 'the business of the stores desired by the Dutch rear-admiral is so well over without any dispute either as to the value or manner of payment, which latter might have been a very necessary difficulty had the Heer Almonde made any of it' [3600]. He may very soon expect his Majesty's orders about entering the seamen upon the Charles, Plymouth, and fireship [3614], the lord treasurer being to be first spoken with in it.

3616. [p. 299.] 26 *Dec. S. P. to Sir John Kempthorne,*[1] Portsmouth.—Is glad the supplying of the Heer Alemond[2] is well over [3615]. The king greatly approves the mounting of the guns [3614], and a warrant will be speedily sent down for entering some men extraordinary [3614]. Hopes there will be 'no occasion of apprehending any evil from the Dutch and French ships lying so near us' [3600].

3617. [p. 299.] 26 *Dec. S. P. to Colonel Piper,*[3] at Plymouth.—Thanks for his of the 22nd, giving notice of the arrival of the Swallow and his delivering the king's orders to her commander.

3618. [p. 299.] 27 *Dec. S. P. to the Commissioners for the Customs.*—About a pass for the Abraham and Sarah, of Plymouth, in that port bound to the Straits.

3619. [p. 300.] 27 *Dec. S. P. to Lord Brouncker.*[4]—Taking it for granted that no furtherance can be expected to the matter to be debated to-morrow at our Christ's Hospital[5] committee from any other of the governors than such as are mathematically qualified, the writer has summoned only Sir Christopher Wren,[6] Sir Jonas Moore,[7] Mr.

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[1] See note to No. 2734.

[2] MS. 'Almond.'

[3] Deputy-governor of Plymouth [2918].

[4] *D. N. B.* vi. 469. Lord Brouncker was the first president of the Royal Society.

[5] MS. 'Christchurch.' On 19 December a committee had been appointed, consisting of Lord Brouncker, Mr. Samuel Pepys, Sir Christopher Wren, Sir Jonas Moore, 'Esquire Colwell,' and Mr. Hooke, to consider 'what certificate for the future will be requisite for the said children, and how the children in the Mathematical School may be for the future so instructed and governed that his Gracious Majesty may receive satisfaction therein' (Pepysian MSS. No. 2612, *A Collection of Matters relating to Christ's Hospital*, p. 229. See also Introduction, p. li, *supra*.

[6] *D. N. B.* lxiii. 80.

[7] The influence of Sir Jonas Moore, the mathematician, with the

Hooke,[1] and Mr. Colwell. Encloses copies of Mr. Leake's[2] two papers—'one containing the points wherein he at present applies himself to the instructing his boys, the other the method he proposes to be followed for the future'; and will direct Mr. Leake himself to be in the way of being discoursed with if required.

Margin refers to 'Mr. Leake's papers about the children in the Hospital.'

3620. [p. 300.] 28 *Dec. S. P. to Captain Lovell*, commander of the Katherine yacht, at Gravesend.—The king desires him to stay for the trial of the two galley-frigates in their sailing down the River, that he may make the best proof he can of their speed with respect as well to his yacht as to one another, and then to proceed to Portsmouth [3658].

3621. [p. 301.] 28 *Dec. S. P. to Captain Carverth*,[3] commander of the Francis, in the Downs.—Hopes the condition of his vessel is such that, with the help of his own company in caulking her upper works, she may stay abroad without coming in to be refitted, at least for some time [3635]. Will move the king and lords about increasing his number of men, his present number being somewhat scanty.

3622. [p. 301.] 28 *Dec. S. P. to Captain Canning*,[4] commander of the James galley, in the Downs.—Has given Mr. Lloyd the best furtherance he could about his bill. He will speedily receive orders for his further proceedings.

3623. [p. 302.[5]] 28 *Dec. S. P. to the Commissioners of the Customs*.—About passes for the Abraham, of London, John Babb master, now at Harwich; the James dogger, of Yarmouth, William Dickins master, now at Yarmouth; the Society, of Bristol, Edmund Dilly master, now at Bristol; and the Constance, of Plymouth, in that port.

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king had led to the foundation of the Christ's Hospital Mathematical School (*D. N. B.* xxxviii. 373).

[1] Robert Hooke, the famous experimental philosopher. See *D. N. B.* xxvii. 283.

[2] Mr. Leake had been appointed 'mathematical schoolmaster' on 18 November, 1673, with a stipend of 50*l.* a year (Pepysian MSS. No. 2612, *A Collection of Matters relating to Christ's Hospital*, pp. 135–6).

[3] See note to No. 3608.

[4] See note to No. 3560.

[5] Out of order in the MS.

3624. [p. 302.] 29 *Dec.* *S. P. to Captain Day*, commander of the Merlin, or to the commander of any other of his Majesty's yachts in present condition of sailing.—To receive such persons as shall be sent by the navy board, and convey them to the galley-frigates, the Charles and James,[1] which he will find in or on this side the Downs.

3625. [p. 302.] 30 *Dec.* *S. P. to the Commissioners of the Customs.*—About a pass for the Francis, of Exeter, Thomas Bushell master, in that port.

3626. [p. 302.] 1 *Jan.* *S. P. to Dr. Lloyd*,[2] surrogate of the admiralty.—The lord chancellor[3] and the lords have agreed upon to-morrow morning for conferring with the council upon matters preparative to the approaching session. Desires him to invite such of his court to attend as he shall judge expedient [3627].

3627. [p. 303.] 1 *Jan.* *S. P. to Mr. Nicoll*,[4] at the lord chancellor's.—Thanks for his advice about the meeting [3626]. Desires him to be his lordship's remembrancer that such of the judges (with Mr. Attorney and Mr. Solicitor General) as his lordship shall think fit may be bespoke to be there; the bringing of some of the lords of the admiralty and the king's counsel of that court being taken care for by the writer.

3628. [p. 303.] 1 *Jan.* *S. P. to John Brisbane, Esq.*,[5] at Paris.—To recommend to his pity the case of the bearer, Captain Ward, who 'hath served the king long under the particular command and favour of my noble Lord of Sandwich'[6] [3629].

3629. [p. 304.] 1 *Jan.* *S. P. to the English Ambassador.*—To recommend the bearer, Captain Ward [3628].

3630. [p. 304.] 2 *Jan.* *S. P. to Captain Fowler*,[7] commander of the Swallow, at Plymouth.—To lose no time in coming to Sheerness, and to have his books ready to be paid off.

3631. [p. 304.] 2 *Jan.* *S. P. to Captain Jenifer*,[8] commander of the Saudados, in the Downs.—Thanks for his advice of 31 Dec. of what passes in the Downs.

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[1] See note to No. 3240.

[2] See ii. 306 *n. supra.*

[3] Heneage Finch, Baron Finch, and afterwards Earl of Nottingham. See *D. N. B.* xix. 8.

[4] MS. 'Nicholl.' John Nicoll was servant to the lord chancellor (*Cal. S. P. Dom.* 1675–6, p. 576).

[5] See note to No. 3267.

[6] *D. N. B.* xxxviii. 232.

[7] See note to No. 2274.

[8] Commander-in-chief in the Downs [3539].

3632. [p. 305.] 2 *Jan. S. P. to Sir John Kempthorne,*[1] at Portsmouth.—Has received a letter of 23 Dec. from his son, Captain Kempthorne,[2] from Dublin, acknowledging his leave of absence for a month from his command [3570].

3633. [p. 305.] 2 *Jan. S. P. to Colonel Piper,*[3] at Plymouth.—Is glad Peter Geraudeau[4] is like to be here time enough before the sessions of the admiralty [3612]. Will acquaint the lords with the deposition he sent him of Thomas Lampier concerning the injuries done him by some privateers, and will send their orders concerning the commanders of two of them whom he has secured; but desires fuller information.

3634. [p. 305.] 2 *Jan. S. P. to the Master-Shipwright*[5] *or Master Attendant*[6] *at Sheerness.*—To hasten the fitting of the Greyhound.

3635. [p. 306.] 2 *Jan. S. P. to Captain Carverth,*[7] commander of the Francis, in the Downs.—Has received his of 12 Dec., as also that which he sent him from Captain White. Is very glad that his ship is made in condition to stay abroad by employing his carpenter and company in caulking her upper work and sides [3621].

3636. [p. 306.] 2 *Jan. S. P. to Captain Clements,* commander of the Greyhound, at Sheerness.—Has written to the officers at Sheerness to hasten the fitting his ship.

3637. [p. 306.] 2 *Jan. S. P. to Colonel Legge.*[8]—'Matters (though never so small) being of very slow advance here in which any increase of charge is concerned,' the writer could not till now give him an account that an order is issued from the lords to the principal officers of the navy for their giving their warrants for the entertaining of 60 men extraordinary, to be employed upon the ships he proposes for the better securing of his harbour [3614, 3616].

3638. [p. 307.] 3 *Jan. S. P. to the Commissioners of the Customs.*—About a pass for the Hopewell, of Topsham, John Corney master, now at Topsham bound for Bilbao.

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[1] See note to No. 2734.

[2] Commander of the Monmouth yacht [3078]. See ii. 113 ***n. supra.***

[3] Deputy-governor of Plymouth [2918].

[4] MS. 'Gereadeau.'

[5] Mr. John Shish [3492].

[6] Captain John Perriman.

[7] See note to No. 3608.

[8] See note to No. 3600.

3639. [p. 307.] 3 *Jan. The same to the same.*—About a pass for the Hopewell, of Yarmouth, Joseph Howard master, at Yarmouth bound to the Straits.

3640. [p. 307.] 3 *Jan. S. P. to Mr. Hayter.*[1]—He or some of his board taking notice the other day that the chirurgeon and his man, or some others of the company of the Bristol, are to be found in town not gone to sea again in her, of whose oral testimony there will be great use made by his Majesty in examining the business of the affront done to her by the master of the French merchant ship [3612], who is designed to be tried for the same at the approaching sessions of the admiralty to be held on Wednesday, 10 Jan., he is to discover them and send them to the writer [3643].

3641. [p. 307.] 3 *Jan. S. P. to Mr. Bertie.*[2]—Desires he will move the lord treasurer about disposing of the brimstone [3587, 3755], the officers of the navy 'seeming apprehensive lest any inconvenience may arise from its remaining on board here.'

3642. [p. 307.] 3 *Jan. S. P. to Dr. Lloyd.*[3]—To hasten his report upon the business of the Walfleet fishery [3159].

3643. [p. 308.] 4 *Jan. S. P. to Sir John Kempthorne,*[4] at Portsmouth.—Has lately received a letter from Mr. May, the recorder of Chichester, 'giving notice of a misfortune lately happened to the harbour there by the coming on ground of one of the French ships lately cast away upon that coast, and this one's driving and sinking in the very chops of the said harbour, upon which application is desired to be made to his Majesty on the behalf of that city for the loan of some of his vessels and cables' for weighing and removing her. Before giving any answer thereto, the king 'would have you appoint some understanding person to go over to view the said wreck, in order as well to his reporting to you at his return the truth of the prejudice which the lying of the same may be of to the place, as the means and charge of weighing and removing it.' The Bristol being gone to Virginia, he is to direct Mr. Jelley, her late purser, now belonging to the Oxford, to come up to give evidence against the master of the French merchant ship [3612, 3650], and to bring with him his steward or servant, if he have any that was then on board with him [3640].

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[1] See note to No. 2857.

[2] Secretary to the lord treasurer. See note to No.

[3] Surrogate of the admiralty [3626]. See *D. N. B.* xxxiii. 430.

[4] See note to No. 2734.

3644. [p. 309.] 6 *Jan. The same to the same.*—Thanks for his of the 4th, being very glad things are in so good order at Portsmouth as requiring no long attendance of Colonel Legge.[1]

3645. [p. 309.] 6 *Jan. S. P. to Sir Philip Lloyd.*[2]—The whole evidence against Peter Geraudeau [3] [3612] being Sir John Berry's [4] narrative, the writer desires to have it, as also Monsieur Courtin's memorial in Geraudeau's behalf.

3646. [p. 310.] 6 *Jan. S. P. to Mr. Blathwayt.*[5]—Returns him Sir Jonathan Atkins's [6] papers relating to the Barbados.

3647. [p. 310.] 8 *Jan. S. P. to the Commissioners of the Customs.*—About a pass for the Industry, of Yarmouth, Thomas Gidney master, at Yarmouth.

3648. [p. 310.] 10 *Jan. The same to the same.*—About passes for the Speedwell, of Plymouth, bound to the Straits, in that port; the Happy Entrance, of Minehead, Robert Isaac master; and the Dolphin, of London, John Welbourne master, at Harwich.

3649. [p. 310.] 11 *Jan. Certificate from S. P.*, that Captain Williams,[7] late commander of the Holmes fireship, delivered in a journal of his proceedings in that ship the 20th of October last.

3650. [p. 310.] 11 *Jan. S. P. to Colonel Piper*, governor at Plymouth.—Peter Geraudeau, 'for the contempt and affront he offered to his Majesty's flag (which was attended with circumstances of highest aggravation), . . . was fined 500*l.* to the king, and condemned to lie in prison till he paid the same' [3612]. Has given 3*l.* to the men that brought him up, 'with promise when at their return to Plymouth, and giving . . . a satisfactory account of the charge of their journey forwards and backwards, and that they have well acquitted themselves to the prisoner by giving him no cause of complaint of ill-usage' (which they undertake to do by a letter from the Frenchman himself acknowledging the same), the writer will move the king and lords for such reward for their pains above their charges as shall be thought reasonable, wherein he desires his advice what may be a fitting reward for them [3706].

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[1] See note to No. 3600.

[2] See note to No. 3266.

[3] MS. 'Gereadeau.'

[4] See note to No. 3438.

[5] See note to No. 3543.

[6] Governor of Barbados [2470]

[7] See note to No. 2180.

3651. [p. 311.] 11 *Jan. S. P. to Captain Canning*,[1] commander of the James galley, Downs.—Such volunteers and midshipmen extraordinary (with the servants of the midshipmen) which are sent on board him by particular order under his Majesty's hand, are to be borne as supernumeraries to his ship's company. Encloses orders for his sailing to Tangier in company with the Charles [3658].

3652. [p. 311.] 11 *Jan. S. P. to Sir John Kempthorne*,[2] at Portsmouth.—Mr. Jelley came up in time to give evidence [3643]. Hopes by his next to receive an account of the wreck at Chichester [3643].

3653. [p. 311.] 12 *Jan. S. P. to the Commissioners of the Customs.*—About passes for the George and Martha, of London, Thomas Baker master, at Poole; and for the Submission, of Bristol, Anthony Barrow master, at Bristol bound for the Madeiras.

3654. [p. 311.] 12 *Jan. S. P. to Mr. Finch,* merchant.—To attend the lords at their meeting at the Robes Chamber at Whitehall at 10 to-morrow morning.

3655. [p. 312.] 13 *Jan. S. P. to the Commissioners for the Customs.*—About a pass for the Mary, of Plymouth, John Dotting master, at Plymouth.

3656. [p. 312.] 15 *Jan. The same to the same.*—About a pass for the Olive Branch, of Plymouth, Stephen Culliford master, now at Plymouth bound to the Straits.

3657. [p. 312.] 15 *Jan. The same to the same.*—About passes for the John, of Topsham, John Bawdon master, bound to Oporto; and for the Olive Branch, of Topsham, John Frankmore master, at that port bound to the Straits.

3658. [p. 312.] 15 *Jan. S. P. to Captain Canning*,[1] commander of the James frigate, in the Downs.—The consideration of the time needful for his taking in his provisions, and the writer's hopes of being enabled from the exchequer to have sent some moneys with him for the service of his Majesty at Tangier, hath been the ground of his no sooner receiving his sailing orders; but the expectation of sending money being over, this comes to bring him the said orders [3651]. 'The victory between your frigate and the Charles seems hitherto to remain doubtful, but his Majesty wants not the greater satisfaction of having it owned by Captain Lovell[1] himself that they are both extraordinary sailers, even to the coming up to the Katherine yacht when sailing large, upon which great confidence is grounded that they will prove to answer the utmost use expected from their service against the Turks' [3620, 3704, 3705]. The midshipmen extraordinary and volunteers sent him by warrant from his Majesty are to be esteemed supernumeraries to his complement, and to be paid and victualled accordingly. The writer justifies his proceedings in the matter about the watermen [3566] he so much complains of his unkindness in, as having done therein but his duty. This charge 'I will never regret the bearing, either from you or any other, while it hath no other ground than that of my insisting upon the preservation of good discipline in his Majesty's navy, for the sake of which only what either my lords or myself have done hath been calculated.' Assures him of his friendship and respect.

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[1] See note to No. 3578.

[2] See note to No. 2734.

Postscript.—Will follow this with other letters for his carrying to Tangier.

3659. [p. 314.] 15 *Jan. S. P. to Captain Thomas Hamilton,*[2] at Tangier.—Encloses his commission for commanding his Majesty's galley-frigate the Charles, with instructions for his future proceedings with her. She will be brought to him by Lieutenant Dunbar [3660].

3660. [p. 314.] 15 *Jan. S. P. to Lieutenant Dunbar,*[3] lieutenant of the Charles galley, in the Downs.—Brings his sailing orders, and a packet for Captain Hamilton [3659]. As to the controversy about the men which were sent him back from hence [3566], the lords are well satisfied with Captain Canning and himself, and their 'ready conformity' to their orders. There was nothing done in that matter but what the lords 'thought the discipline of the navy made it necessary for them to say and do.' 'The crack runs variously touching the two frigates' sailing,' but both are confessed to have acquitted themselves very well [3658].

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[1] Commander of the Katherine yacht [3620].

[2] See note to No. 3310.

[3] See note to No. 3253.

3661. [p. 316.] 17 *Jan.* *Certificate from S. P.* that Captain John Temple received a commission to command the Dartmouth, dated 22 Apr. 1676, and that he has ever since continued in that command, and is at this day actually exercising the same at sea in transporting land forces to Virginia for suppressing of the rebellion there.

3662. [p. 316.] 17 *Jan.* *S. P. to Mr. St. Michel.*[1]—Desires his care of the enclosed letters to the commanders of the Swallow and Adventure, to be sent on board them as soon as they shall appear in the Downs, where they may be daily expected from Cadiz. Also to send the enclosed [3663–5] to Captain Canning[2] for delivery to Sir Robert Robinson[3] upon his meeting with him.

3663. [p. 316.] 17 *Jan.* *S. P. to Sir Robert Robinson,* commander of the Assurance, at Tangier [3665].—Encloses orders for the employing of the James and Charles galley-frigates that are to join him, together with the other ships already under his command. Acknowledges his of 6 and 15 Nov. from Portugal, and 18 and 21 Nov. from Cadiz.

3664. [p. 317.] 18 *Jan.* *The same to the same.*—Doubts not this by Captain Canning's[2] conveyance [3662, 3665] will find him well arrived and discharged of his money at Tangier. Has acquainted the king and lords of his care of the soldiers in their passage, and the trouble they have been to him, 'with the little that is due to their own land-officer, Captain Mackenny, for them.' Is glad he has received the writer's letter, which gives him satisfaction about his purser's allowance for victualling the soldiers and his other passengers. Is very glad also for the hopes he has of his son's recovery 'after the sickness he had contracted from the soldiers being on board.' The Swallow arrived at Plymouth about 14 days since and the Adventure is expected, whose commander's orders left him no such liberty of staying after the Swallow as he seems to have taken. Desires an account of the number of the

[1] See note to No. 2387.

[2] MS. 'Kenning.' See note to No. 3578.

[3] See note to No. 2872.

Newfoundland ships that went with the Reserve into Cadiz, and also of those which proceeded with her from thence into the Straits. The king expects that the Quaker ketch should not be kept any time unnecessarily at Tangier after his arrival there, but that he proceed to the sending her home according to the king's instructions. Hopes by his next to receive the journals of the Sapphire and Lark. Desires frequent advice of his proceedings.

3665. [p. 318.] 18 *Jan. S. P. to Captain Canning*,[1] commander of the James galley-frigate, at the Downs.—To take care of several packets to Tangier [3663, 3664].

3666. [p. 318.] 18 *Jan. S. P. to Lieutenant Dunbar*,[2] on board the Charles galley, Downs.—Is glad to find that his ship 'rode so well in the Downs in the late bad weather.' Hopes he is now in condition to sail.

3667. [p. 319.] 18 *Jan. S. P. to Captain Ridley*, commander of the Wivenhoe fireship, at Portsmouth.—Has received his of the 14th mentioning the desires of two Englishmen to be discharged out of one of the Dutch ships at Portsmouth; concerning which the writer is to inquire whether he has demanded the men from the captain of the Dutch ship according to the article of his instructions which he mentions, and, if so, how he comes to fail of obtaining the same right from him as to those two men, which he had in relation to the other four [3730].

3668. [p. 319.] 18 *Jan. S. P. to Mr. Shish*,[3] master-shipwright at Sheerness.—Is glad his care proved so successful for the safety of the Greyhound in the late bad weather. Will remember the good character he gives of her boatswain.

3669. [p. 319.] 18 *Jan. S. P. to Captain Jenifer*,[4] commander of the Saudados, in the Downs.—Is very glad 'the late foul weather had no worse effects upon our ships in the Downs.' The officers of the navy will supply him with another best bower cable in the room of that he has strangled. Has a letter of the 10th from the commander of the Katherine yacht, and she was then in safety at Rye. Thanks for his news of the late dealings of the Algerines[5] with some of our ships, 'the posture of whose affairs with us seems by later letters from Argeir to be at present better.'

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[1] See note to No. 3578.

[2] See note to No. 3253.

[3] See ii. 339 *n. supra*.

[4] Commander-in-chief in the Downs [3539].

[5] MS. 'Argierines.'

3670. [p. 320.] 18 *Jan. S. P. to the Commissioners for the Customs.*—About a pass for the Susanna, of Scarborough, John Pate master, at Hull bound to the Straits.

3671. [p. 320.] 20 *Jan. The same to the same.*—About a pass for the William and James, of London, James Mohun master, at Dover.

3672. [p. 320.] 20 *Jan. S. P. to Lieutenant Dunbar.*[1]—Encloses a copy of the lord admiral's printed general instructions for his guidance as to striking and salutes, &c. [3659].

3673. [p. 320.] 20 *Jan. S. P. to Colonel Piper.*[2]—Thanks for his advice of the 16th, of the arrival of the Adventure and coming away of the Swallow.

3674. [p. 320.] 21 *Jan. S. P. to Captain Day,*[3] at present commanding the Merlin, at Greenwich.—To transport Mr. Bartlett, Mr. Cooke, Mr. Hornby, and Mr. Temple, goldsmiths, to the Downs; and there receive such money and plate as shall be put on board him from the Swallow, lately arrived from Cadiz, and bring it up into the River and deliver it as the said persons shall direct [3679, 3683].

3675. [p. 321.] 22 *Jan. S. P. to Lord Duras.*[4]—If he will appoint a day to the commander-in-chief in the Downs, the writer will take care by the direction of his Majesty that one of his ships shall be ready at Dover to see the vessel with his horses safe over to Calais.

3676. [p. 321.] 22 *Jan. S. P. to the Commissioners for the Customs.*—About a pass for the Sarah, of Plymouth, William Salmon[5] master, in that port bound to the Straits.

3677. [p. 321.] 22 *Jan.* 'By express at 12 at night.' *S. P. to Sir Richard Rooth,*[6] in the Hope.—Congratulates him on his safe arrival. The service will require his continuance in the Downs for some time, and orders are enclosed for him to return thither. To send word of the condition of his ship and what victuals he has, and also his journal.

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[1] In temporary command of the Charles galley-frigate [3310]. See note to No. 3253.

[2] Deputy-governor of Plymouth [2918].

[3] See note to No. 2967.

[4] See ii. 287 *n. supra.*

[5] MS. 'Samon.'

[6] Commander of the Adventure [3690]. See note to No. 2222.

3678. [p. 322.] 22 *Jan.* 'Sent by express at 12 at night.' *S. P. to Mr. Pett,*[1] muster-master at Gravesend.—To send the enclosed [3677] on board the Adventure as soon as she shall come to the Hope; which will be very suddenly, as she sailed through the Downs yesterday.

3679. [p. 322.] 22 *Jan. S. P. to Captain Fowler,*[2] commander of the Swallow, in the Downs.—Is glad the condition of his ship will admit his spending some time where he is; he is to send up an account of his 'necessary wants' to the officers of the navy. As he has money on board him for the merchants, a yacht is to be sent down at the desire of the persons interested therein for bringing it up to London [3674]. He is to hasten up his journal for the last voyage.

3680. [p. 323.] 22 *Jan. S. P. to Mr. St. Michel,*[3] at Deal.—His character of Captain Carverth[4] is just, but the writer desires to know whether 'the great ground of his complaint for want of men' arises 'not so much from the lowness of his complement (which is the same which was allotted by the officers of the navy, and accepted of by him for the carrying her to the furthermost part of the Baltic), but from the weakness of that number by the sickness that is among them.' If that is so, 'it seems not to be the adding of more men that he wants, but the changing of those he hath for better.' Acknowledges, however, that the number he has is less than her complement used to be, but yet is more than will be needed for the manning of the Spragge, in case he expects to return with her to his old station at Guernsey and Jersey [3697].

3681. [p. 324.[5]] 22 *Jan. Certificate from S. P.* that John Every has returned into the office of the admiralty a pass dated 5 Apr. 1676 for the Rebecca, of Plymouth, whereof he was then master.

3682. [p. 323.] 23 *Jan. S. P. to the Commissioners for the Customs.*—About a pass for the David, of Plymouth, Amos Ford master, in that port bound to the Straits.

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[1] See ii. 92 *n. supra.*

[2] See note to No. 2274.

[3] See note to No. 2387.

[4] See note to No. 3608.

[5] Out of order in the MS.

3683. [p. 323.] 23 *Jan. S. P. to Captain Sanderson,*[1] commander of the Portsmouth yacht.—To transport Mr. Roe, Mr. Cooke, and Mr. Wade, goldsmiths, to the Downs; and there receive such money and plate as shall be put on board him from the Swallow and Adventure, lately arrived from Cadiz, and bring it up into the River and deliver it as the said persons shall direct [3674].

3684. [p. 324.] 23 *Jan. S. P. to Captain Lloyd.*—The lords desire to speak with him on Saturday morning next at 10.

3685. [p. 324.] 23 *Jan. S. P. to Captain Canning,*[2] commander of the James frigate, Downs.—Hopes that the despatch of his provisions will now suddenly give him opportunity of proceeding on his voyage.

3686. [p. 324.] 23 *Jan. S. P. to Captain Jenifer,*[3] commander of the Saudados, in the Downs.—Thanks for his advices of the 21st, of the Adventure's passing through the Downs. Captain Carverth's complaint of want of men [3680] will be considered against her return into the Downs. The Anne yacht is safe in the River, and nothing is said about the miscarriage of her boat, so the writer is at a loss what boat it should be which he mentions to have been taken up by a fisherman.

3687. [p. 325.] 23 *Jan. S. P. to Sir John Kempthorne,*[4] at Portsmouth.—Thanks for his letter.

3688. [p. 325.] 23 *Jan. S. P. to Captain Lovell,* commander of the Katherine yacht, at Portsmouth.—Has received his of the 20th, intimating his arrival at Portsmouth. Will speedily send him his orders.

3689. [p. 325.] 23 *Jan. S. P. to the Contractors for Victualling the Navy.*—The king having received 'proposals offered him by others tending to his being served . . . with all the circumstances of advantage, both in price and otherwise, which your contract contains, and yet with an appearance of better security for its due performance, and more ease to his Majesty in the method of payments,' it is his pleasure that they attend him and the lords at the Robes Chamber in Whitehall on Saturday morning next.

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[1] See note to No. 2860.

[2] See note to No. 3578.

[3] Commander-in-chief in the Downs [3539].

[4] See note to No. 2734.

Underwritten: The like to Sir Denis Gauden[1] for victualling the garrison at Tangier. The like to Sir Thomas Clutterbuck for victualling ships in the Mediterranean,[2] with an alteration giving the sense (in the 2nd line) of 'being served *at a lower price.*'

3690. [p. 326.] 23 *Jan. S. P. to Sir Richard Rooth,*[3] Adventure, in the Downs.—Has received his of yesterday, intimating his Majesty's orders having overtaken him and his return to the Downs, where he is to remain some little time, as also the Swallow. Desires an account of the condition of his ship [3698].

3691. [p. 326.] 23 *Jan. S. P. to Captain Jenifer,*[4] Saudados, in the Downs.—Is glad the Adventure is back in the Downs [3690]. 'As to what you observe concerning the good fortune of the commander of the Swallow in having so good a hit in his voyage home from Cadiz, you do prudently as well as justly in not repining at it, especially when you consider that he no less than you hath declined the presumption of carrying money without orders to France, and would the merchants at your being there have been contented with your bringing it to England, I suppose you would no more than he have made any difficulty of doing it; so that to do every man right, I do not see the proverb you mention applicable to this case, but do heartily wish that you had had, or may hereafter meet with, an opportunity of doing what it hath been now his turn of fortune to do, since it is his Majesty's pleasure to bear on his part the inconveniencies which this trade of carrying plate draws upon his service, it seeming to me that for every penny that a poor commander gains this way it were better husbandry for his Majesty out of his own purse to give him twopence, and this should be my advice to him were it demanded, in justice both to the king and his captains.'

3692. [p. 327.] 23 *Jan. S. P. to Mr. St. Michel.*[5]—Takes notice of his great care in delivering the Adventure's orders to her commander [3690].

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[1] One of the victuallers of the navy under the contract of 1673 (i. 164 *supra*).

[2] See i. 165 *supra.*

[3] See note to No. 2222.

[4] Commander-in-chief in the Downs [3539].

[5] See note to No. 2387.

3693. [p. 327.] 25 *Jan. S. P. to the Commissioners for the Customs.*—About passes for the True Intent, of Topsham, John Bauden master; the Mary, of Topsham, Christopher Edgar master; and the Elizabeth, of Plymouth, John Potts master.

3694. [p. 327.] 27 *Jan. The same to the same.*—About passes for the James, of Plymouth, Edward Blagg master, now in that port; and for the Samuel and Mary, of Bristol, James Harris master.

3695. [p. 327.] 29 *Jan. Certificate from S. P.*, that Captain John Voteer[1] has delivered in to him, for the use of the lords, a copy of his journal for his late voyage to the Mediterranean.

3696. [p. 327.] 29 *Jan. S. P. to the Commissioners for the Customs.*—About passes for the Diligence, of Minehead, Isaac Davis master; the Rebecca and Elizabeth, of Yarmouth, Robert Downing [master]; and the Industry, of Plymouth, Joseph Fuge master.

3697. [p. 328.] 31 *Jan. S. P. to Mr. St. Michel,*[2] at Deal.—If the king shall think fit to increase his charge for the service of Jersey and Guernsey, the writer will move that the complement of the Francis may be increased; but if his Majesty shall judge the charge of the Spragge as much as is advisable for him to bear for that work, Captain Carverth[3] 'will not appear so discreet in repining to return to that command . . .' [3680].

3698. [p. 328.] 31 *Jan. S. P. to Sir Richard Rooth.*[4]—Is sorry to find his stay abroad, and particularly at Cadiz, after the receipt of orders for his coming home, to have been so long [3702] that now his ship cannot be kept abroad 10 or 20 days longer (only at an anchor in the Downs). He is to bring her up to Deptford, where her condition may be better understood, and she discharged [3710]. Desires his journal of his voyage.

3699. [p. 328.] 31 *Jan. S. P. to the Commissioners*

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[1] The Ann and Christopher fireship, of which Captain John Voteer was commander (i. 418 *supra*), had followed Sir John Narbrough to Tripoli [2402].

[2] See note to No. 2387.

[3] See note to No. 3608.

[4] Commander of the Adventure [3690]. See note to No. 2222.

for the Customs.—About a pass for the Benjamin, of Weymouth, John Abbott master, in that port.

3700. [p. 329.] 31 *Jan.* *S. P. to Captain Fowler,*[1] in the Downs.—Leave to come to town for 4 or 5 days.

3701. [p. 329.] 31 *Jan.* *S. P. to Sir Robert Holmes.*[2]—Desires his kindness in reference to the salvage of a ship of Mr. Martin's, the consul at Algiers, cast away on the south part of the Isle of Wight.[3]

3702. [p. 329.] 31 *Jan.* *S. P. to Mr. James Houblon.*[4]—Will esteem it a favour if in his next to his correspondent at Cadiz he will inform himself strictly in the particulars following: (1) 'The day of his Majesty's ship the Reserve's coming in thither with some of her fish convoys from Newfoundland. (2) 'How many those convoys were, and whether in truth (as is pretended) the captain came in for the sake and at the request of the said convoys or for reasons of the captain's own.' (3) 'How long she stayed there, the day of her departure, what money she carried thence, whither bound, and what convoys, either fish-ships or others, went in her company? (4) 'Whether any of the convoys that came in with her went away before her, and whether such of them (if any) that went with her stayed willingly on purpose for her?' (5) 'How long the Adventure lay in that port at her last being there, and what day she departed thence for England?' [3698]

Is now qualified for speaking with him further about the king's wine at Nissa.

3703. [p. 330.] 31. *Jan.* *S. P. to the Navy Board.*—Will seasonably lay before the king and lords the intimation they have received from Captain Wyborne, commander of the Pearl. Desires to know whether the victuals for the Phœnix be sent to Jamaica, being informed by a late letter from Lord Vaughan that her present stock will be out in April next. Lieutenant Dunbar,[5] of the Charles galley, acquaints the writer in his letter from Plymouth that George Cooke, one of the watermen who was returned to that ship by order of the lords, took an opportunity of running away when his boat was on shore at Deal, which the writer thought fit to acquaint them with lest either he or his master may pretend anything falsely to them touching his being discharged from the ship. Desires to know the occasion of the Greyhound's having spent so long a time (at least a month) in her late refitting at Sheerness.

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[1] Commander of the Swallow [2679]. See note to No. 2274.

[2] See note to No. 2401.

[3] MS. 'Weight.'

[4] See note to No. 2498.

[5] See note to No. 3672.

3704. [p. 330.] 1 *Feb. S. P. to Lieutenant Dunbar.*[1]—Desires to hear from him as often as he can for his Majesty's satisfaction in the proof of his ship [3658, 3660]. Will take care about the waterman that ran away [3703].

3705. [p. 331.] 1 *Feb. S. P. to Captain Canning*,[2] at Plymouth.—Desires he will continue to give him as frequent advice as he shall have opportunity for of the proof of his ship, 'concerning which his Majesty is very solicitous' [3658, 3660].

3706. [p. 331.] 1 *Feb. S. P. to Colonel Piper.*[3]—Will move the king and lords for a further gratuity for the men he sent up with Geraudeau[4] [3650, 3738].

3707. [p. 331.] 1 *Feb. S. P. to Captain Ridley*,[5] at Portsmouth.—Thanks for his of 23, 24, and 28 Jan., and the account therein of affairs at Portsmouth.

3708. [p. 331.] 1 *Feb. S. P. to Captain Lovell*,[6] at Portsmouth.—To bring his yacht to Greenwich.

3709. [p. 331.[7]] 2 *Feb. S. P. to the Commissioners for the Customs.*—About passes for the Paragon, of Teignmouth,[8] Richard Beard master, and the Elizabeth, of Teignmouth, John Martin master: at Topsham bound to the Straits.

3710. [p. 332.] 2 *Feb. S. P. to Sir Richard Rooth*,[9] Downs.—Has this day spoken with his lieutenant, Wilford,[10] who, 'upon my discoursing him in company with

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[1] See note to No. 3672.

[2] Commander of the James galley-frigate [3685]. See note to No. 3578.

[3] Deputy-governor of Plymouth [2918].

[4] MS. 'Giraudeau.'

[5] Commander of the Wivenhoe fireship [3667].

[6] Commander of the Katherine yacht [3688].

[7] Out of order in the MS.

[8] MS. 'Tinm°.' This is the usual contraction for Tynemouth, but the context suggests a western port.

[9] Commander of the Adventure [3690]. See note to No. 2222.

[10] Robert Wilford had been appointed lieutenant of the Adventure by a commission dated 9 March, 1674-5 (i. 423 *supra*).

Sir John Werden[1] touching the state of your ship, he gave us an account of its being very bad in reference to her leakiness, but told us also that it is no other than it was when she lay in the Bay of Cadiz and has been ever since, and that you as well as he were of opinion that if it was only expected by his Majesty that she should lie at anchor in the Downs, . . . she might be able to do that.' As at this time this is of as much importance to his Majesty as any part of her former service, the writer recommends him to consider this [3698].

3711. [p. 332.] 3 *Feb. S. P. to the Mayor of Portsmouth.*—The king and lords take in very good part the respect he has shown them in his letter of 18 Jan., by his taking this way of intimating the neglect or refusal of the officers of the yard 'to do and pay what may rightfully be demanded from them by the parishes to which by their abode in his Majesty's yard they belong,' and the lords have referred the examination of the matter of fact to the navy board, under whose direction the officers of the yard do immediately lie ; after which the board is to give such order to those of the yard as that [neither] they nor any by their example may any more withhold what of right they are liable to [3751].

3712. [p. 333.] 3 *Feb. S. P. to Sir Richard Rooth,*[2] Downs.—Thanks for his of 29 Jan., with the box accompanying it.

3713. [p. 333.] 3 *Feb. S. P. to Captain Jenifer,*[3] Saudados, in the Downs.—Thanks for his of 31 Jan., and the copy of his journal for that month.

Postscript.—Since writing, has his of yesterday with his account of 'the rencounter between the Dutch and French men-of-war.' Advises him to forbear to send the Greyhound a-cruising, as she may be called for to see some horses of the Duke of Monmouth's over to Calais.

3714. [p. 333.] 3 *Feb. S. P. to Sir John Kempthorne.*[4]—Thanks for his advice of 'the return of the Dutch ships, after their unsuccessful attempt of getting home.' Presumes that 'upon the application of their ambassador here orders will be given for their further supply of such necessaries as they shall want.' Takes notice of his having received 'the orders for reducing the officers of the ordinary to single duty'; and will send the lords' order touching the business of the wreck at Chichester [3643].

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[1] See note to No. 2636.

[2] See note to No. 3710.

[3] Commander-in-chief in the Downs [3539].

[4] See note to No. 2734.

3715. [p. 333.] 3 *Feb. S. P. to Colonel Piper.*[1]—Thanks for his advertisements of 30 Jan. touching 'the rencounter between the Dutch and French ships' [3713]. As for his demand of boats, the writer desires an account how the garrison of Plymouth hath been hitherto supplied with them and by whom the charge thereof was borne.

3716. [p. 334.] 5 *Feb. S. P. to the Commissioners for the Customs.*—About passes for the Patience, of Bideford, John Small master, in that port; the Dolphin, Thomas Cowell master, at Dartmouth; the Resolution, of Bideford, George Darracott master, in that port; the Prosperous, of Exeter, Henry Perdon master, in that port; and the Phœnix, of Teignmouth,[2] in that port bound to the Straits.

3717. [p. 334.] 6 *Feb. The same to the same.*—About a pass for the True Love, of Minehead, in that port.

3718. [p. 334.] 6 *Feb. S. P. to Captain Hastings,*[3] commander of the Quaker ketch.—To continue in the Downs instead of coming to Deptford [3724].

3719. [p. 334.] 6 *Feb. S. P. to Mr. St. Michel,*[4] at Deal.—To deliver the enclosed [3718] to the Quaker ketch, lately returned from Tangier.

3720. [p. 334.] 8 *Feb. A Memorial for his Majesty in Council.*—A petition having been lately presented to the lords by Nicholas Roe and other merchants, part-owners of the Diamond, of London, Vasmer Harlah master, whose pass dated 19 Oct. 1675 is now expired, praying a pass for bringing her from Bremen to an English port and offering sufficient security that she shall proceed thither direct, and that both this and the former pass shall be delivered up in 3 days after her arrival, the same is humbly laid before his Majesty in council for his direction, as the said ship being in a foreign port the lords are not enabled thereto without such special order.

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[1] Deputy-governor of Plymouth [2918].

[2] MS. 'Tinm°' is usually Tynemouth, but these are all west country ships.

[3] Anthony Hastings, second lieutenant of the Cambridge, had been appointed to command the Quaker ketch in 1676 (i. 362 *supra*).

[4] See note to No. 2387.

Underwritten: 'By command of the lords.—S. P.'

3721. [p. 335.] 8 *Feb. S. P. to Captain Jenifer*, commander-in-chief in the Downs, on board the Saudados.—Upon the petition of Mr. Ralph Hardick, of London, merchant, he is ordered to convoy over to Mardyke the ships named in the margin, lately come from Nantes and Bayonne, and now riding in the Downs.

Margin: The Thomas and Benjamin, of Dover, Thomas Phillpott, master, from Nantes; the Richard and Ann, of Margate, Thomas Jarman, master, from Bayonne.

3722. [p. 335.] 9 *Feb. S. P. to Sir Robert Southwell.*[1]—Encloses a petition from the fishermen of Walfleet for a hearing before his Majesty in council upon the controversy between Lord Fitz-Walter[2] and them 'touching the liberty of fishing by them pretended to in Walfleet water' [3159]. The case of the widow of the land-soldier killed at sea is like a great many others, whose relief (granted by his Majesty) has been from time to time received from Sir Stephen Fox[3] as treasurer of the army and of him only; presumes this poor woman must expect it (if at all) from his successor.

3723. [p. 336.] 9 *Feb. S. P. to Captain Jenifer*,[4] commander of the Saudados, in the Downs.—The convoy going to Dunkirk [3721] is to take with him all ships of the king's subjects bound thither.

3724. [p. 336.] 9 *Feb. S. P. to Captain Hastings*,[5] present commander of the Quaker ketch, at Deptford.—Since his orders for his staying in the Downs till orders were given for the disposal of the prisoner on board him [3731] failed of coming timely to his hands [3718], his ship is to be paid off and laid up at Deptford. He is to get his books ready for the pay, and to send up his journal.

3725. [p. 337.] 9 *Feb. S. P. to Mr. James Houblon.*[6]—The king has appointed Captain Lovell, in the Katherine yacht, to his service [3726]; whereof the writer leaves to him the advertising Mr. Barr.

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[1] See ii. 63 *n. supra.*

[2] See note to No. 3159.

[3] *D. N. B.* xx. 133.

[4] Commander-in-chief in the Downs [3721].

[5] See note to No. 3718.

[6] See note to No. 2498.

3726. [p. 337.] 9 *Feb.* *S. P. to Captain Lovell*, commander of the Katherine yacht, at Greenwich.—At the request of 'my cousin James Houblon'[1] he is to carry the French money (lately brought from Cadiz) to Dieppe [3725].

3727. [p. 338.] 10 *Feb.* *S. P. to Captain Jenifer*,[2] Saudados, in the Downs.—Has received his of the 6th, and is glad the vessels with the Duke of Monmouth's horses got safe to Calais. His Royal Highness desires the continuance of his care in looking out diligently for the Antego Merchant,[3] and stopping her.

3728. [p. 338.] 10 *Feb.* *S. P. to Captain Carverth*,[4] Francis, in the Downs.—Will inform the king and lords of what he writes concerning the taking of the vessel with the horses, in case any reports shall arise to his prejudice about that affair. Orders are gone to the officers of the navy for increasing his complement to the number appointed for his ship in time of peace in the Channel.

3729. [p. 338.] 10 *Feb.* *S. P. to Sir Richard Beach*,[5] at Chatham.—Signifies the king's leave for his coming to town. The business about Mr. Sliter is under debate before the lords. An order was this day sent to the officers of the navy about the duty of the officers of the ordinary [3714].

3730. [p. 339.] 10 *Feb.* *S. P. to Captain Ridley*, commander of the Wivenhoe, at Portsmouth.—Is glad to hear the Dutch captain did so readily discharge the two Englishmen that were on board him [3667].

3731. [p. 339.] [10 *Feb.*] *S. P. to Captain Hastings*,[6] present commander of the Quaker ketch.—To deliver Augustine Garland to Captain Day[7] on sight of the king's warrant, for conveyance to Southsea Castle [3724].

3732. [p. 339.] 12 *Feb.* *S. P. to the Commissioners for the Customs.*—About passes for the Nightingale, of

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[1] See note to No. 2498. [2] Commander-in-chief in the Downs [3721].

[3] Formerly the St. Martin, of Bruges, bought by Thomas Biss, a Bristol merchant, re-named, and employed in the West India trade (*Cal. S. P. Dom.* 1673–5, p. 249). [4] See note to No. 3608.

[5] Resident commissioner of the navy at Chatham [3291].

[6] See note to No. 3718.

[7] Commander of the Bezan yacht, at present commanding the Merlin [3596, 3624, 3773]. See note to No. 2967.

Bideford, William Hacker master, and the New Amity, of Bideford, George Powell master: in that port.

3733. [p. 339.] 12 *Feb. S. P. to the Navy Board.*—To supply the 3 Dutch ships at Portsmouth with 3 anchors, 7 cables, and some sails, 'upon paying for them in the same manner as was directed concerning the former supply given them' [3600, 3614, 3615].

3734. [p. 340.] 12 *Feb. S. P. to the Commissioners for the Customs.*—About a pass for the John, of Newnham,[1] Thomas North master.

3735. [p. 340.] 12 *Feb. S. P. to Captain Lovell.*[2]—To give Mr. Francis Hopegood, son of Mr. Hopegood,[3] merchant, passage to Dieppe in his voyage thither with the money [3726].

3736. [p. 340.] 13 *Feb. S. P. to the Commissioners for the Customs.*—About a pass for the Trial, of Swansea,[4] Robert Breholtt, master, at Swansea.[4]

3737. [p. 340.] 13 *Feb. The same to the same.*—About passes for the Isabella, of Bristol, Dennis Taylor master, and the Robert and Hester, of Bristol, Francis Rogers master: in that port bound to the Straits.

3738. [p. 340.] 13 *Feb. S. P. to Colonel Piper,*[5] at Plymouth.—To receive from the men who brought Geraudeau up an account of their expenses [3750] and report hither, when the lords will give order for their reimbursement and determine of the gratuity fit to be further given them, towards which they have already received 50*s.* from him and 3*l.* from the writer [3706].

3739. [p. 340.] 13 *Feb. S. P. to the Commissioners for the Customs.*—About passes for the Richard and Sarah, of Dartmouth; the Experience, of Dartmouth, Richard Grigg master; and the Resolution, of Dartmouth, John Grigg master: in that port bound to the Straits.

3740. [p. 341.] 13 *Feb. S. P. to Mr. Speaker.*[6]—The king and lords desire that he will take his first opportunity of moving the lord treasurer in that which relates to the

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[1] Newnham, a town 11 miles S.W. of Gloucester, is on the Severn.

[2] Commander of the Katherine yacht [3726].

[3] Mr. Edward Hopegood was a London merchant of eminence engaged in the Mediterranean trade (*Cal. S. P. Dom.* 1673-5, p. 363).

[4] MS. 'Swanzey.'

[5] Deputy-governor of Plymouth [2918].

[6] See note to No. 3390.

Charles,[1] now in the dock at Chatham, and the entering of more men and providing of materials relating thereto, and the general repairs mentioned in the letter of the navy board [3742]; also about 'the payment of the wages due to the Queenborough yacht, which is said to be 35 or 36 months in arrear, a master and one man being all that is borne upon her.'

3741. [p. 341.] 13 *Feb. Certificate from S. P.* that Richard Mayne hath returned into the office of the admiralty the pass dated 20 May 1676 for the Alicante Merchant, of Plymouth, whereof he was master.

3742. [p. 341.] 14 *Feb. S. P. to the Navy Board.*—Has communicated to the king and lords their late letter touching the repairs of his Majesty's ships [3740], who have committed it to the care of Mr. Speaker[2] to move the lord treasurer for a supply of moneys necessary to carry on that work. Till the result of that conference is known, the lords think fitting to respite the issuing their orders to the board for proceeding on the said repairs.

3743. [p. 342.] 16 *Feb.*, Friday afternoon. *S. P. to Sir John Knight.*[3]—The writer's clerk 'utterly denies his having given you any such answer this morning as that he *neither would nor could* give you a pass, but that on the contrary he offering for your service to give you an account' of how to obtain one under the rules established by his Majesty in council. In pursuance of these it will be needful to be shown that this is the same ship to which the pass he formerly had was granted, and that the propriety thereof still remains the same, with bond entered into for delivering up the pass at its expiration.

3744. [p. 343.] 16 *Feb. Memorial about a pass.*—Application having been made to the lords by John Tancock, master of the Paragon, of Plymouth (now lading in the Thames and bound for France), for a pass for her in pursuance of the marine treaty with the Dutch, and whereas, although her propriety is in his Majesty's subjects yet (in regard all her owners except the said master, who resides at Plymouth, do dwell at Hamburg) the lords cannot grant it without particular orders from his Majesty in council, 'forasmuch as by the form of the pass prescribed in the said treaty the master is to depose that the ship belongs to the inhabitants of some place within his Majesty's dominions,' the same is hereby humbly submitted to his Majesty's direction accordingly.

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[1] A 1st-rate of 1,229 tons burden and 96 guns, built at Deptford in 1667, by Mr. Jonas Shish, to replace the earlier vessel of that name which had been carried off by the Dutch from Chatham in 1667 (i. 266 *supra*).

[2] See note to No. 3390.

[3] A notable merchant of Bristol. *D. N. B.* xxxi. 255.

Underwritten: 'By command of the lords.—S. P.'

3745. [p. 342.[1]] 17 *Feb. S. P. to the Commissioners for the Customs.*—About passes for the Bachelor, of Southampton, William Fryer master, and the Janex, of Southampton, William Cotton master, both at Southampton bound to the Straits.

3746. [p. 342.[1]] 19 *Feb. The same to the same.*—About a pass for the Ann, of Plymouth, Samuel Blake master, at Plymouth.

3747. [p. 343.] 19 *Feb. S. P. to Captain Jenifer,*[2] commander [of the] Saudados, Downs.—Has received his of the 13th and 16th, and thanks him for his intelligence from the ships that came in from the southward.

3748. [p. 343.] 20 *Feb. S. P. to Captain Sanderson,* commander of the Portsmouth yacht.—He is to continue in the River till to-morrow morning or night, to carry Madam Greene, sister to my lord of Plymouth,[3] over to Dieppe in his present voyage thither for bringing over the said lord.

3749. [p. 344.] 20 *Feb. S. P. to the Commissioners for the Customs.*—About passes for the Increase, of Plymouth, Nicholas Parker master, in that port; the St. Peter, of Dartmouth, Michael Gould master, in that port; the William, of Weymouth, Christopher Ousby master, and the William, of Weymouth, Jacob Chubb master, in that port; the Phœnix, of Teignmouth,[4] Thomas Jackson master, and the Fortune, of Teignmouth,[4] William Pearne master; the Southampton ketch, William Milbery master, in that port; the John, of Plymouth, Thomas Burgess master, in that port.

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[1] Out of order in the MS.

[2] Commander-in-chief in the Downs [3721].

[3] Charles FitzCharles, Earl of Plymouth, was a natural son of Charles II by Catherine Pegge. *D. N. B.* xix. 106.

[4] MS. 'Tingm°.'

3750. [p. 344.] 20 *Feb. S. P. to Colonel Piper,*[1] at Plymouth.—Will acquaint the lords with the contents of his of the 16th, with the enclosed account of charges of the persons who brought up Geraudeau [3738].

3751. [p. 344.] 20 *Feb. S. P. to Sir John Kempthorne,*[2] at Portsmouth.—Has moved his Majesty in what he desires for removing the boatswain of the Centurion into the Mary, and the gunner of the Mermaid to the Hampshire, 'in the room of the former, deceased,' who is pleased to consent thereunto. Will be ready to serve Mr. Lath, 'late in the Oxford,' on occasion. Is very glad he has accommodated the differences between the town and the officers of the yard about the parish duties [3711].

3752. [p. 345.] 20 *Feb. S. P. to the Commanders of any of his Majesty's ships in the Straits.*—To recommend the bearer, Mr. Peckett, master of the Providence, 'being bound into the Straits upon merchants' affairs. . . .'

3753. [p. 345.] 21 *Feb. S. P. to the Commissioners for the Customs.*—About passes for the Rachel, of Southampton, Edward Petty master; the Restoration, of Southampton, Benjamin Pittfeild master; and the Providence, of Southampton, Henry Wall master—all at Southampton bound to the Straits.

3754. [p. 345.] 23 *Feb. S. P. to the Navy Board.*—'I doubt not but ere this you may have heard the issue of this morning's debates in the House of Commons touching the navy, wherein I thank God the account they received from me of the past and present state thereof, compared first with one another and then with the naval force of our neighbours as it now is, different from what it ever heretofore has been, was so received as that the debates arising therefrom terminated in a vote for the supplying his Majesty with a sum of money for building ships not exceeding 600,000*l.* Nor did I omit doing my part in laying before them (in the most intelligible manner I thought to that assembly) the present ill condition of the old fleet—namely, by representing to them the sum of money that it would require to put the same into repair, furnishing them for the sea, and making a provision for a magazine of stores for a reserve, which, guiding myself by your late estimates, I valued at about 300,000*l.* But upon that head nothing was then prosecuted beyond my lodging it plainly and fairly with them, out of respect to the particular work appointed for the day (and which took it up till almost 6 a clock at night), which was the obtaining a supply for the building new ships. So that part being left to another occasion, that which causes my present writing is the consideration that many things possibly may be fit to be provided for in the method of drawing up the Act[1] for this money, which may conduce to the rendering the same more effectual towards the great end proposed by it for building of ships than may perhaps be thought on; unless you, who may foresee better than any other what are the helps that may be needful and what are the evils that would be obviated in the putting this work in execution, either as to the times and proportions of raising and paying in the money, means of having early credit upon it for this service before the money can be raised, limitations (if it be possible) to the king's being imposed upon by any excessive enhancements of prices for commodities, wages for labour, rates for carriage, means for facilitating the importation of foreign stores, or aught else which upon debate may occur to you upon this subject, and wherein I will not also be idle, but endeavour an opportunity of conferring with you about it some time between this and Tuesday next, when by order of the House the method of raising the money is to come under consideration.'

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[1] Deputy-governor of Plymouth [2918].

[2] See note to No. 2734.

'But one more thing there is, which in right to his Majesty and yourselves I would not omit to mind you of—namely, that forasmuch as the rates per ton by which the House has in their debates proceeded in their estimating the charge of building ships (though I must own they have in this sum of 600,000*l.* given more than by those rates of theirs and their tonnages the building of 30 ships would have required), do come a great deal short of what by the advice of those gentlemen of your board (who must be allowed the best able to understand it) I demanded, and to the end insisted upon, without having, I must confess, any objection thereto that was the least convincing, more than the vote of the House, which must be submitted to; and whereas it is most likely that the price of all things, both labour and commodities, will rise upon so great an undertaking, and other occasions of charge magnified beyond what can now be judged, or (it may be) thought on, you will think fit to cause strict information by particular instances to be taken of the present prices and rates of all sorts of materials and workmanship, freights, carriage, and other heads of expense, both foreign and domestic, given at this day, either by the king or private men, in any matters appertaining to the building of ships—for many more I doubt not that there are than can come at once into my recollection—and that you will provide that those instances be so registered as may become vouchers on behalf of his Majesty's conduct and yours, in case by any excessive increases of price or otherwise the charge of building these ships should arise beyond what the same is now reasonably to be judged, or shall be found in our present measures to be provided for. I have only to add that if in anything else any methods of precaution relating either to good husbandry or despatch can be thought of beyond what come within your present practice, none ought to be thought unnecessary in an affair of so much importance to the public, and of which a future account may reasonably be expected to be hereafter called for from us.'

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[1] On the Act of 1677 for building thirty new ships, see i. 48–55 and 223 *supra.*

3755. [p. 347.] 23 *Feb. S. P. to Sir John Narbrough.*[1] —Having this day received from Mr. Bertie[2] the lord treasurer's determination touching the disposal of the brimstone [3587, 3641], the writer desires to know in whose custody it at present lies, and whether it was put into the ship by measure or weight, with a bill of lading signed by any person that was to be accountable for its well-delivery; to the end the order, either of the lord treasurer or the lords, may be so drawn up as may best secure the king, justify him, and discharge the party (if any) that stands accountable for the goods.

3756. [p. 348.] 23 *Feb. S. P. to the Navy Board.*— Sends a copy of Mr. Bertie's[2] letter about the brimstone

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[1] *D. N. B.* xl. 89.

[2] Secretary to the lord treasurer [3563].

[3755], and desires they will consider if they have anything to advise therein before the writer prepares any order of the lords pursuant to this determination of the lord treasurer's [3764]. Desires them to hasten the account from Kinsale of the present condition of the Norwich. Has lately received a letter from Captain Wright,[1] commander of the Phœnix, in which he sends the demands of his boatswain, gunner, and carpenter for a supply of stores to enable her to continue abroad ; the writer desires to know if any supply of stores was sent to her along with the victuals lately sent.

3757. [p. 349.] 23 *Feb. S. P. to Captain Fasby*, Charles yacht, at Rotterdam.—At the request of Mr. Freeman, a scrivener in Westminster, the writer desires him to bring back his apprentice, Henry Wiggins, who lately left him, and is gone over into Holland in his yacht among the retinue of the envoy of the Elector of Cologne. He is to bring over a box with three pictures for the Portugal ambassador.

3758. [p. 349.] 24 *Feb. S. P. to Sir John Kempthorne*,[2] at Portsmouth.—Leave to come to town when the Dutch ships shall be gone [3714].

3759. [p. 349.] 24 *Feb. S. P. to Captain Jenifer*,[3] commander [of the] Saudados, Downs.—Will do his brother any office of friendship he may.

3760. [p. 350.] 24 *Feb. S. P. to Mr. Furzer*, master-shipwright at Portsmouth.—No blame accrues to him about the business of the parish duties being not paid [3711]. 'I would to God I could say the like to you in reference to your arrears, the consideration of which shall and doth often grieve my heart, nor do I fail upon any occasion of mentioning you either to his Majesty or my lord treasurer, to put them in mind of your condition, and that it hath been his Majesty's service that hath reduced you to it.' Cannot give any tolerable assurance of success.

3761. [p. 350.] 24 *Feb. S. P. to Captain Carverth*,[4] commander [of the] Francis, in the Downs.—The increase to his number of men was not by request of the writer, but by advice from the navy board. Would advise him to resign himself more willingly to his Majesty's pleasure in case he shall continue the Francis abroad [3769].

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[1] See note to No. 2788.

[2] See note to No. 2734.

[3] Commander-in-chief in the Downs [3721].

[4] See note to No. 3608.

3762. [p. 351.] 26 *Feb. S. P. to the Commissioners for the Customs.*—About passes for the St. John Merchant, of Dartmouth, now in that port; and for the Society, of Minehead, Richard Luckes master, in that port.

3763. [p. 351.] 28 *Feb. The same to the same.*—About passes for the Elizabeth, of Weymouth, John Percie master, and the David, of Weymouth, Robert Barker master: in that port.

3764. [p. 351.] 28 *Feb. S. P. to Mr. Bertie.*[1]—Encloses a copy of a letter from the officers of the navy touching the business of the brimstone [3756], wherein he will find them ready to receive the 50 tons designed for the use of the navy; but proposing that the moneys required from them for the same 'may not be called for faster than by such yearly proportions as the brimstone shall be expended by,' which will not be after the rate of more than 8 or 10 tons for the present year. Desires him to let the lord treasurer's determination in this be notified to them, and that directions may be sent to the officers of the ordnance to receive with all convenient speed the quantity which they are to have, as the officers of the navy will be directed from the lords to take theirs, for preventing any mischance that may arise by it lying long aboard his Majesty's ship after the hold shall be opened.

3765. [p. 352.] 28 *Feb. S. P. to the Navy Board.*—Upon occasion of a letter newly come from Sir Robert Robinson,[2] the writer is led to 'a very great apprehension' that the service may suffer much inconvenience through the want of victuals for the ships at Tangier. Fears that 'what may have at other times been only pretence, may be in a little time the real condition of that port, that victuals may not be to be had there for their supply, and so commanders have a just occasion of looking for it further off; and this the rather when I remember that the galleys went from hence with not above three months' provisions in them, and that the Dragon and Portsmouth may at their return speedily from the eastward be in want also.' Desires an account of how that matter is likely to stand.

3766. [p. 353.[3]] 28 *Feb. Certificate from S. P.* that Edward Petty hath returned into the office of the admiralty a pass dated 18 July 1676 for the Rachel, of Southampton, whereof he was then master.

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[1] Secretary to the lord treasurer [3563].

[2] See note to No. 2872.

[3] Out of order in the MS.

Underwritten: 'The like for William Fryer, master of the Bachelor, of Southampton.'

3767. [p. 352.] 1 *Mar. S. P. to the Commissioners for the Customs.*—About a pass for the Betty, of Southampton, Benjamin Petty master, now there bound to the Straits.

3768. [p. 352.] 1 *Mar. S. P. to Captain Jenifer,*[1] commander of the Saudados, Downs.—Thanks for his of 24 Feb., 'not doubting but these easterly winds have cleared the Downs,' and freed him 'from the apprehension of any damage which might happen by reason of the great number of ships there.'

3769. [p. 353.] 1 *Mar. S. P. to Captain Carverth,*[2] commander of the Francis, in the Downs.—Has received his letters, and is glad he takes his advice in good part [3761].

3770. [p. 353.] 2 *Mar. Certificate* [*from S.P.*], that Captain Houlding hath delivered in a journal of his proceedings in the Assistance to the Straits.

3771. [p. 353.] 3 *Mar. S. P. to the Commissioners for the Customs.*—About passes for the Elizabeth, of London, at Portsmouth; the Seraphim, of Barnstaple, George Fleming master, in that port; the Mayflower, of Bideford, Edmund Pickard master, in that port; the William and George, of Poole, Robert Bennet master, in that port; and the Delight, of Bideford,[3] Samuel Cade master, in that port.

3772. [p. 353.] 3 *Mar. S. P. to Captain Ridley,* commander of the Wivenhoe, at Portsmouth.—Thanks for his of 27 Feb.

3773. [p. 353.] 3 *Mar. S. P. to Captain Day,*[4] commander of the Merlin yacht, at Portsmouth.—Thanks for his of 27 Feb. giving notice of his arrival at Portsmouth.

3774. [p. 354.] 6 *Mar. S. P. to the Navy Board.*—Sends them a demand from Captain Jenifer[5] in the Downs for a supply of cables and some other necessaries, in lieu of what was lost in the late foul weather. The Garland is lately arrived in the Downs from Gottenburg having but 7 days' victuals on board; desires they will supply her with 3 months'.

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[1] Commander-in-chief in the Downs [3721].

[2] See note to No. 3608.

[3] MS. 'Bytheford.'

[4] See note to No. 3731. Captain Day's commission to command the Merlin yacht was not signed until 16 Jan. 1677–8 (i. 344 *supra*).

[5] Commander of the Saudados [3768] and commander-in-chief in the Downs [3721].

3775. [p. 354.] 6 *Mar. S. P. to Mr. Savile.*—Orders are gone to the commander-in-chief in the Downs for convoying the ship he wrote of. The reason of the writer's 'demanding a sight of the bill of lading was for the preventing the ill use which hath sometimes been attempted to be made of it by masters of ships for the convoying of contraband goods, an instance whereof we had but few days since.'

Postscript.—Understands that the vessel is not yet out of the River.

3776. [p. 354.] 6 *Mar. S. P. to the Commissioners for the Customs.*—About passes for the Friend's Adventure, of Bristol, William Bowry master, now at Bristol bound to the Straits; and for the Eagle, of Plymouth, Edmund Glassworthy master, at Plymouth.

3777. [p. 354.] 6 *Mar. S. P. to Captain Lassells,* commander of the Garland, in the Downs.—Has received his very welcome letter of the 1st, intimating his safe return to his station in the Downs, his long absence without any account of his safety having 'begot great doubts' concerning him, his letter from Stockholm of 14 Jan. being but very few days come to hand. Thanks for his advertisement of the proceedings of the Swedes. Has sent the officers of the navy instructions for his being supplied with victuals [3774], and encloses orders empowering him to take upon him again the command in chief in the Downs.

3778. [p. 355.] 6 *Mar. S. P. to Captain Jenifer,* commander of the Saudados, in the Downs.—Has signified his wants to the navy board [3774]. 'As to your inquiry concerning the Count d'Estrées, I do not forget the information you some time since gave me from the Spanish gentleman, nor shall I fail to make fitting use of it, if ever I live to see his Majesty in a condition of doing it.' It is not yet known where Count d'Estrées[1] is, nor whither designed, 'which much amuseth both the Dutch and

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[1] Admiral of the French fleet. See Hoefer, *Nouvelle Biographie Universelle*, xvi. 575.

Spaniard,' but a little time will inform us. The Garland being now returned to the Downs, the king has directed Captain Lassells[1] to resume his former command in chief there, and 'to demand of you the pennant of distinction which he is to wear in that quality.'

3779. [p. 355.] 7 *Mar. S. P. to the Commissioners for the Customs.*—About a pass for the St. John Merchant [3762], of Dartmouth, in that port.

3780. [p. 355.] 10 *Mar. S. P. to Captain Jenifer*,[2] Saudados, in the Downs.—Thanks for his hint concerning the keeping some ships cruising in the Narrow [3783].

3781. [p. 356.] 10 *Mar. S. P. to Captain Fowler*,[3] commander [of the] Swallow, in the Downs.—The lords approve of his demanding a month's victuals, and have issued their orders for it. Hopes the weather will favour his timely getting it on board, that he may no longer be forced to borrow of his brethren.

3782. [p. 356.] 10 *Mar. S. P. to Captain Carverth*,[4] commander [of the] Francis, in the Downs.—Has received his of the 6th, and is very glad he escaped with so little damage in the late bad weather, and has recovered his anchors and cables. Has acquainted the lords with his shortness of victuals, and 3 months' are ordered him.

3783. [p. 356.] 12 *Mar. S. P. to Captain Lassells*,[5] Garland, Downs.—Encloses orders for his keeping some ships abroad cruising in the Narrow [3780]. The lords have ordered the officers of the navy to supply him with 3 months' victuals [3774.]

3784. [p. 357.] 12 *Mar. S. P. to Sir Martin Wescombe*,[6] at Cadiz.—Desires his care of two packets for the commander of the Portsmouth [3785], one to be lodged for him at Tangier and the other reserved for him in case he shall touch at Cadiz on his way home.

3785. [p. 357.] 12 *Mar. S. P. to Captain Story*, commander of the Portsmouth, in the Straits.—Encloses orders for his returning to Tangier so soon as he has seen his convoys homewards as far as the North Cape, which is judged may be sufficient to secure them. Has received his of 20 Dec. from the Bay of Gibraltar, and has moved the king and his Royal Highness in what he desires of returning to Smyrna for bringing thence the merchant ships, though without success.

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[1] See note to No. 3441.

[2] Late commander-in-chief in the Downs [3721, 3778].

[3] See note to No. 2274.

[4] See note to No. 3608.

[5] Commander-in-chief in the Downs [3778] in succession to Captain Jenifer, commander of the Saudados. See ii. 236 ***n. supra.***

[6] Consul at Cadiz [1553].

3786. [p. 357.] 14 *Mar. S. P. to Captain Jenifer*, commander [of the] Saudados, Downs.—Has received his of the 8th. The king is well satisfied with his readiness to deliver over his command to Captain Lassells [3778] and the care he is taking for the recovery of his anchors.

3787. [p. 358.] 14 *Mar. S. P. to Captain Lassells*,[1] commander [of the] Garland, Downs.—Leave to stay on shore 5 or 6 days for the recovery of his health. Is glad he receives no complaints of any injuries done by the privateers, and hopes the keeping some ships cruising in the Narrow will induce them to continue quiet.

3788. [p. 358.] 15 *Mar. S. P. to Colonel Piper*,[2] at Plymouth.—Thanks for his account of the 6th, of the information given in before the Mayor of Plymouth concerning injuries by an Ostender; he has done well to detain her [3807].

3789. [p. 359.] 15 *Mar. S. P. to Mr. Martin*, consul at Argeir.—'The East India Company having made application to his Majesty concerning the having of passes for their ships trading to the East Indies, whose voyages are likely to be longer than for a year, and so cannot be sufficiently secured by the ordinary passes granted by my lords of the admiralty in pursuance of the treaties with Argeir, Tunis, and Tripoli, which passes are limited only to a year, his Majesty was pleased, upon advising with my lords of the admiralty and a full debate had of that matter, to direct their lordships to issue passes to the said Company's ships which should continue in force for one year, or such longer time as the said ships should be out on their voyages to the Indies.' By command of the lords the writer sends him enclosed the form of the said passes, and desires him forthwith to acquaint the government of Argeir with this matter, to the end they may not interrupt ships having these passes. Encloses for their better satisfaction a list of such passes as have to this day been granted in this form by the lords, and will continue to give him the like account hereafter, as any more shall be granted by them.

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[1] See note to No. 2783.

[2] Deputy-governor of Plymouth [2918].

List appended: Bernardiston, of London, William Baker master; Loyal Subject, of London, William Goodlad master; and Unity, of London, William Crufts master—dated 30 Oct. 1676.

London, of London, George Erwin master; Cæsar, of London, Thomas Andrews master; Bengal Merchant, of London, John Goldsborough master—dated 4 Nov. 1676.

George, of London, Nehemiah Earning master—dated 7 Feb. 1676–7.

Success, of London, George Swanley master; Bombay Merchant, of London, Roger Bennett master; Anne, of London, Zachary Browne master; East India Merchant, of London, James Cooke master—dated 10 Feb. 1676–7.

3790. [p. 359.[1]] 16 *Mar. S. P. to the Commissioners for the Customs.*—About passes for the Amity, of Bideford, John Prettiman master; the Unity, Robert Gammer master; and the Love's Increase, Walter Popham master: now at Barnstaple. Also for the Elizabeth, of Poole, William Pyke master; and for the Charity, Richard Davis master, in the port of Lyme; and the Primrose, Robert Hawkins [master], at Bristol.

3791. [p. 360.] 16 *Mar. S. P. to Captain Fowler,* commander [of the] Swallow, Downs.—As his late supply of a month's victuals will last so little a time after he has paid what he borrowed, the lords have directed the officers of the navy to furnish him with a month's more, to enable his ship's continuing some longer time in the Downs.

3792. [p. 360.] 16 *Mar. S. P. to the Commissioners for the Customs.*—About passes for the Elizabeth, of London, Owen Hurst master, at Portsmouth; and the Richard and Mary, of Barnstaple, John Marshall master, now in that port.

3793. [p. 360.] 16 *Mar. S. P. to Captain London,* commander [of the] Norwich, at Kinsale.—Is glad his ship is put into so good a condition to continue abroad.

3794. [p. 360.] 16 *Mar. S. P. to Sir Martin Wescombe,*[2] Cadiz.—Desires his care of the enclosed packet [3795] to the Governor of Tangier.

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[1] Out of order in the MS.

[2] Consul at Cadiz [1553].

3795. [p. 360.] 16 *Mar.* *S. P. to Sir Palmes Fairborne,*[1] governor at Tangier.—Desires his care of the enclosed packet to the consul at Argeir [? 3789].

3796. [p. 361.] 16 *Mar.* *S. P. to Sir Richard Beach,*[2] commissioner at Chatham.—Thanks for his of the 13th, and the care he therein shows 'to the preservation of discipline in the navy, and particularly in the business . . . of the liberty taken by the master-shipwright to employ men at his own pleasure and his Majesty's extraordinary charge, in the building of models.' Will take his Majesty's pleasure 'touching the model, which you also tell me Mr. Lawrence's son [3] is going about for the king's use.'

3797. [p. 361.] 17 *Mar.* *S. P. to the Commissioners for the Customs.*—About passes for the H[appy] Return of Plymouth, Thomas Foord master, now in that port bound to the Straits; the John, of Bristol, John Paine master; the Hopewell, of Dartmouth, now there; the Peter, of Plymouth, Richard Bone master, now there; the Tobias and Barbara, of Dartmouth, in that port; the Black Swan, of Bideford, George Bues master, in that port; and the Hannah, of Topsham, at Topsham.

3798. [p. 361.] [17 *Mar.*] *S. P. to Captain Wright.*[4]—To fetch Mr. Benson from Dieppe, waiting for him 4 days after the 22nd. To give passage thither to any gentlemen directed to him from Mr. James Houblon, merchant.[5]

3799. [p. 363.[6]] 18 *Mar.* *S. P. to Captain Sanderson*, commander of the Portsmouth yacht.—To proceed to Rye [3808] and carry Mr. Caleb Bankes to Dieppe, returning thence to Greenwich.

3800. [p. 362.] 19 *Mar.* *S. P. to the Commissioners for the Customs.*—About passes for the Swallow, of Bideford, John Scamp master; the Elizabeth and James, of Bideford, John Tracey master; and the Pelican, of Bideford, John Whitfeild master.

3801. [p. 362.] 19 *Mar.* *S. P. to Captain Trevanion,*[7] Yarmouth, Downs.—Received his of the 17th from

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[1] *D. N. B.* xviii. 125. See note to No. 2212.

[2] See note to No. 3729.

[3] The reference is perhaps to the son of Mr. Joseph Lawrence, the shipwright's assistant at Chatham (*Cal. S. P. Dom.* 1673, index).

[4] Probably Captain William Wright, commander of the Kitchen yacht. See ii. 12 *n. supra.*

[5] See note to No. 2498.

[6] Out of order in the MS.

[7] See note to No. 2304.

Plymouth, bringing the welcome news of his safe arrival there. Notwithstanding his former orders to repair to Woolwich, he is to continue in the Downs till further orders [3802]. Desires an account of the condition of his ship.

3802. [p. 362.] 19 *Mar. S. P. to Mr. St. Michel.*[1]—To take care to deliver the enclosed [3801] to Captain Trevanion, 'his Majesty's occasions calling very much for the service of that ship in the Downs.'

3803. [p. 362.] 19 *Mar. S. P. to Captain Lassells,*[2] commander of the Garland, Downs.—To order convoy for 6 horses from Dover to Calais.

3804. [p. 363.] 20 *Mar. S. P. to Captain Ridley,* commander of the Wivenhoe, at Portsmouth.—Thanks for his information of the 18th of the Bordeaux fleet.

3805. [p. 363.] 20 *Mar. S. P. to Captain Day,*[3] commander of the Merlin yacht, at Portsmouth.—Leave to come to town [for] 16 or 18 days.

3806. [p. 363.] 20 *Mar. S. P. to Captain Lassells,*[2] commander [of the] Garland, Downs.—To order convoy to Dunkirk for the ships come from Bordeaux.

3807. [p. 364.] 20 *Mar. S. P. to Colonel Piper,* at Plymouth.—Has received his of the 16th, and thanks him for his care in delivering his letter to the captain of the Yarmouth. Hopes suddenly to send directions concerning the captain and lieutenant of the Ostender [3788, 3812].

3808. [p. 364.] 20 *Mar. S. P. to Captain Sanderson,* commander [of the] Portsmouth yacht, Rye.—To rectify a mistake in his letter of the 18th [3799], which directed him to Rye instead of Dover [3816].

3809. [p. 364.] 20 *Mar. The same to the same,* in the Downs.—If this comes time enough to meet him in the Downs, it serves to direct him to Dover instead of Rye [3808].

3810. [p. 365.] 20 *Mar. S. P. to Mr. St. Michel,*[1] Deal.—Prays he'll take care of the enclosed [3809] to Captain Sanderson, who departed from Gravesend this day.

3811. [p. 365.] 22 *Mar. S. P. to Captain Lassells,*[2] commander [of the] Garland, in the Downs.—Has received his of the 20th, giving account of the information he has received of a vessel being robbed by an Ostender. Desires sworn particulars.

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[1] See note to No. 2387.

[2] Commander-in-chief in the Downs [3778]. See ii. 236 ***n. supra.***

[3] See note to No. 3773.

3812. [p. 365.] 23 *Mar. S. P. to Sir John Nicholas.*[1]—Desires him to move his Majesty at the council-table this evening for his pleasure how Colonel Piper[2] shall dispose of the captain and lieutenant of the Ostender and their vessel [3807].

3813. [p. 366.] 23 *Mar. S. P. to Captain Carverth,*[3] commander of the Francis, Downs.—Has acquainted the king and lords with his account of the 19th of what passed between himself and the three Frenchmen, 'who are so sensible of the said Frenchmen's ill-behaviour towards his Majesty' that they desire a more particular account [3843] of the whole action, with a description of the man-of-war and the two sloops, 'to the end not only satisfaction may be demanded by his Majesty of that Crown for the said affront, but that in case either of them shall be met withal by any of his Majesty's ships, they may be brought in and their commander and officers called to a strict account for the same.' Desires him to communicate his said description to the commander-in-chief in the Downs, that he may give it in charge to ships going out to cruise, to look out for and seize them [3815]. The officers of the navy will furnish him with stores, and for the foulness and defects of his ship the lords will direct her in so soon as she can be spared to be cleaned and refitted, or laid up, as her condition shall appear to be.

3814. [p. 366.] 23 *Mar. S. P. to Captain Charles Atkins,*[4] on board the Yarmouth, in the Downs.—Is very sorry for his present great indisposition. Has obtained the king's leave (signified by the enclosed from the lords to Captain Trevanion[5]) for his going on shore to his own house till further orders.

3815. [p. 367.] 23 *Mar. S. P. to Captain Lassells,*[6] commander of the Garland, in the Downs.—Supposing that ere this arrives the Francis may be returned from cruising, this comes to inform him of an affront done to his Majesty's flag borne upon her between Dover and Calais by 3 French vessels [3813], and to desire him to have them looked out for.

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[1] The son of Sir Edward Nicholas, secretary of state to Charles I. and Charles II. (Shaw, *The Knights of England*, i. 164). See *D. N. B.* xl. 422.

[2] Deputy-governor of Plymouth [2918].

[3] See note to No. 3608.

[4] See No. 3308 and Introduction, p. xxxviii, *supra.*

[5] Commander of the Yarmouth [3801]. See note to No. 2304.

[6] Commander-in-chief in the Downs [3778].

3816. [p. 367.] 24 *Mar. S. P. to Captain Sanderson.* —In case Sir John Bankes shall upon his arrival at Dover have occasion of keeping the yacht there three or four days longer than was designed, it is the king's pleasure that he stay [3808].

3817. [p. 367.] 26 *Mar. S. P. to the Commissioners for the Customs.*—About passes for the Charles, of Bristol, Robert Norman master, in that port; and the Desire, of Southampton, James Bayly master, in that port.

3818. [p. 367.] 27 *Mar. The same to the same.*—About passes for the John, of Dartmouth, Nicholas Boone master, in that port; the Expedition, of Topsham, Solomon Andrews [master], in that port; the Hopewell, of Bideford, John Strong master, in that port; the Katherine, of Dartmouth, John Miles master, in that port; the Lamb, of Bideford, Robert King master, in that port; and the Golden Dove, of Topsham, William Caweed master, in that port.

3819. [p. 368.] 27 *Mar. S. P. to Captain Royden.*[1]—The enclosed paper of Matthew Page, purser of the Stavoreen [3820, 3821], having been communicated to the lords, and 'the said purser having declared that the clothes therein said to be issued and supernumeraries victualled was done by your order,' the lords desire to know if this was so.

3820. [p. 368.] *N.d. Petition from Matthew Page,* purser of the Stavoreen, to the navy board [3819].—'The purser of the Stavoreen prays your honours for the real and full issue of clothes, having passed the examination and exceptions per informers before the Rt. honourable treasurer and comptroller, who did then allow all as it was stated, and agree that there was an order to advance clothes in times of war beyond the instructions now in force. And that your honours would grant him your assistance to recover an order from the admiralty for bearing supernumeraries arising by soldiers and sick and wounded in '73, if relief cannot be had other ways' [3821].

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[1] Captain Charles Royden, commander of the Guernsey [2785], had commanded the Stavoreen in 1673 (i. 400, *supra*).

Margin: 'Read 20 Dec.,' *i.e.* before '73.

3821. [p. 368.] [21 *Dec.* 1676.] *The Navy Board's reference on the foregoing* [3820].—'Although the informers have not objected against the allowance of clothes above desired, yet in regard the said clothes are charged upon runaways, and do exceed the allowance granted by the instructions for vending of clothes—namely, 2*s.* per man for 2 months—it is not in our power to allow more than what is permitted by the said instructions, there having not, so far as we know, been any dispensation in the late war, as there was in the former, for allowing to seamen greater quantities of clothes than after the rate of 10*d.* a man for every two months. As for the supernumeraries, we are satisfied that there were two companies of soldiers entered on board before the ship's sailing from Sheerness, who were there mustered by the clerk of the check, and also that there were sick men sent home from the fleet in this ship, by which supernumeraries have arisen; but the orders by which the said soldiers were entered and the sick men, &c., were brought home from the fleet not being produced to us, we do not think it in our power to allow the said supernumeraries (although their allowance seems reasonable) without special warrant for the doing of it.'

Initialled: Br[ouncker][1]; T[homas] A[llin][2]; J[ohn] W[erden][3]; R[ichard] H[addock][3]; J[ohn] P[epys].[4]

3822. [p. 369.] 27 *Mar. S. P. to Sir Richard Beach.*[5]—Leave to come to town.

3823. [p. 369.] 27 *Mar. S. P. to the Commissioners for the Customs.*—About passes for the Desire, of Fowey, Walter Crowl master; and the Ruby, of Plymouth, Israel Symons master.

3824. [p. 369.] 28 *Mar. S. P. to Captain Fasby*, Charles yacht.—He is to carry Mr. Nathaniel Hornby, and such other goldsmiths as shall accompany him, to the

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[1] Navy commissioner and comptroller of the treasurer's accounts.

[2] Comptroller of the navy.

[3] Navy commissioner.

[4] One of the clerks of the acts.

[5] See note to No. 3729.

Yarmouth, in the Downs, and bring back such moneys as they shall direct unto Greenwich.

3825. [p. 369.] 29 *Mar. S. P. to Captain Lassells,*[1] of the Garland, in the Downs.—Thanks for his advices of what passes in the Downs.

3826. [p. 369.] 29 *Mar. S. P. to the Commissioners for the Customs.*—About passes for the Providence, of Minehead, Henry White master; the Friend's Adventure, of Swansea[2]; and the John, of Topsham, John Bass master, at Exeter [3831].

3827. [p. 369.] 30 *Mar. The same to the same.*—About a pass for the Eagle ketch, of Plymouth, Christopher Skeene master, now in that port bound to the Straits.

3828. [p. 370.] 30 *Mar. S. P. to Captain Trevanion,*[3] of the Yarmouth, in the Downs.—His Majesty's purpose in stopping him in the Downs is principally for the keeping him there 'to give countenance to the smaller ships yet employed in that station, until some others of greater force (which are now in fitting forth) shall be added to them,' the Swallow being detained there upon the same account. His work therefore 'being no other than to remain in the Downs, or at least to make a trip over to the coast of Flanders or France,' the writer hopes he may be able to do it without any great supplies, and therefore desires an account of the sails and cables and other supplies that he needs. He may expect to-morrow a warrant for a month's provisions from Dover.

3829. [p. 370.] 30 *Mar. S. P. to the Navy Board.*—They are to give orders for what supplies shall be necessary to enable the Yarmouth to remain for some time in the Downs [3828].

3830. [p. 371.] 30 *Mar. S. P. to the Commissioners for the Customs.*—About a pass for the Neptune, of Jersey, David le Breton master, at Cowes.

3831. [p. 371.] 31 *Mar. The same to the same.*—About passes for the John, of Topsham, John Bass master, in that port [3826]; and the True Dealing, of Plymouth, John Mooreshead master, in that port.

3832. [p. 371.] 2 *Apr. The same to the same.*—About a pass for the Vintage, of Plymouth, Samuel Foote master, at Plymouth.

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[1] Commander-in-chief in the Downs [3778]. See ii. 236 *n. supra.*

[2] MS. 'Swanzey.'

[3] See note to No. 2304.

3833. [p. 371.] 2 *Apr. S. P. to Captain Lovell.*[1]—When he carries Mr. Brisbane[2] to Dieppe, he is to continue there 4 days after the 7th for Lord Mordaunt.[3]

3834. [p. 371.] 3 *Apr. S. P. to the Commissioners for the Customs.*—About passes for the Dove ketch, of Topsham, John Lyle master, at Topsham; the Richard and Sarah, of Barnstaple, John Marshall master, now in that port; the Humility, of Bristol, Ellis Ashby master, now at Bristol; and the Endeavour, of Boston, Samuel Smith master, now in the Downs.

3835. [p. 371.] 3 *Apr. S. P. to Captain Ridley*, commander of the Wivenhoe, at Portsmouth.—Commanders are some time since appointed to the ships fitting forth, so a journey to town on that score will be fruitless to him.

3836. [p. 372.] 3 *Apr. S. P. to Captain Trevanion*,[4] commander of the Yarmouth, in the Downs.—The officers of the navy will supply him with stores. Leave to come to town for 7 or 8 days.

3837. [p. 372.] 3 *Apr. Memorial* concerning the Thomas and George, of Youghal, arrested at Dover.—The Thomas and George, Thomas Browne master, having a pass dated 19 Jan. 1676[–7], signed by the Earl of Essex,[5] Lord Lieutenant of Ireland, is arrested at Dover by warrant from the court of admiralty on behalf of several Frenchmen who claim the propriety of her. As the master must have made oath that the ship was English, it is submitted to his Majesty what orders he will be pleased to give [3838] concerning the said master's being called to account for the corrupt means by him used for obtaining the said pass.

3838. [p. 372.] 3 *Apr. S. P. to Captain Brereton*, at Dover.—Thanks for his of the 26th, intimating the cheat practised by Thomas Browne. Has put a memorial [3837] into the hands of one of the principal secretaries of state, by whom the writer doubts not his Majesty's pleasure as Warden of the Cinque Ports will be signified to the Governor of Dover Castle.

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[1] Commander of the Katherine yacht [3726].

[2] See note to No. 3267.

[3] The cavalier John Mordaunt, Viscount Mordaunt, had died in 1675 (*D. N. B.* xxxviii. 406), so the reference must be to his son and successor in title, the famous Charles Mordaunt, afterwards Earl of Peterborough. See *D. N. B.* xxxviii. 393.

[4] Commander of the Yarmouth [3828]. See note to No. 2304.

[5] *D. N. B.* ix. 12.

3839. [p. 372.] 3 *Apr. S. P. to Captain Lassells,*[1] commander of the Garland.—The king and lords are well satisfied with his care in communicating the description of the French vessels to the ships cruising abroad [3815]. They think it best that Lieutenant Hodder [2] be continued on the books of the Garland for the time he was absent from her in the Drake. Presumes the king will make him some extraordinary allowance therein.

3840. [p. 373.] 3 *Apr. S. P. to Sir Richard Haddock,*[3] one of the commissioners of the navy.—It is much to be wished that 'the settlement which is like very shortly to be in the business of men and guns' might take place upon the Leopard and Guernsey and the other ships ordered to be fitted forth. Supposes 'very little remains towards the getting that settlement made, more than your providing an answer to the satisfaction of his Royal Highness in two or three points. . . .' Prays despatch, and will hasten it with the king and lords.

3841. [p. 373.] 3 *Apr. S. P. to Colonel Piper,*[4] at Plymouth.—Desires to know where the two witnesses reside who gave in the information against Captain Dragger, that they may be secured to give testimony at the trial of him and his lieutenant, at a sessions of the admiralty to be held 'presently after the next term' [3865]. Desires also to know where the masters of the vessels which the Ostenders plundered may be found, whose testimonies, if they can be had, would be much more convincing against Dragger; and whether he hears anything further concerning Dragger's ship, that so his Majesty's pleasure may be known for her disposal.

3842. [p. 374.] 3 *Apr. S. P. to Captain Booth,*[5] at

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[1] Commander-in-chief in the Downs [3778]. See ii. 236 *n. supra.*

[2] See note to No. 3473.

[3] *D. N. B.* xxiii. 427.

[4] Deputy-governor of Plymouth [2918].

[5] Captain Thomas Booth, formerly commander of the Pearl, was appointed to the Falcon by a commission dated 14 April, 1677 (i. 327 *supra*). He is not to be confused with Captain William Booth, commander of the Eagle fireship.

Chester.—Acquaints him that his Majesty hath given him the command of the Falcon, now ordered to be fitted forth.

3843. [p. 374.] 3 *Apr. S. P. to Captain Carverth*,[1] Downs.—The king and lords are well satisfied with the account under his and his officers' hands of what passed between him and the French vessels [3813].

3844. [p. 374.] 6 *Apr. S. P. to the Commissioners for the Customs.*—About passes for the Mary pink, William Stiles master, in the Downs; and the Frog dogger, Richard White master, at Weymouth bound to the southward.

3845. [p. 374.] 7 *Apr. The same to the same.*—About passes for the Hunter, of Dartmouth, Henry Smith master, in that port; the Phœnix, of Bideford, in that port; the Torrington Merchant, at Torrington; and the Success, of Dartmouth, Benjamin Mitchell master.

3846. [p. 374.] 7 *Apr. S. P. to the Bailiffs of Yarmouth.*—The king and lords have ordered a couple of frigates to be fitted out for a convoy for the Zeeland fishery.

3847. [p. 374.] 8 *Apr. S. P. to Colonel Strode*, Governor of Dover.—The business of Hastings fishery [3851] being to be brought before the king at the cabinet council this afternoon at Mr. Secretary Coventry's,[2] it is proper he should be present.

3848. [p. 375.] 9 *Apr. S. P. to the Navy Board.*—They are to cause the neglect by which the fire happened in the yard at Chatham to be with all strictness inquired into, and the names of the guilty parties represented to the lords for punishment; after consideration not so much of the actual damage ('which by God's mercy seems not to be very great, beyond that of the loss of the books and papers of the clerk of the control's office') as of the hazard the whole yard, stores, and ships adjoining were exposed to, and 'at a juncture of time that might have rendered an accident of this kind most unhappy to his Majesty and his government' [3853].

Desires them to cause the ships in fitting to be hastened. Has received a letter from Captain Hamilton,[3] commander of the galley-frigate Charles, dated at Alicante, 5 March, acquainting him that in the late bad weather 'he was afraid of rolling her masts by the board, her rigging being too small, and several of her shrouds having given way, and therefore desires that a new set of shrouds, bigger than the former, should be sent to Tangier for her . . .' [3871].

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[1] See note to No. 3608.

[2] *D. N. B.* xii. 357.

[3] See note to No. 3310.

3849. [p. 375.] 9 *Apr. S. P. to Captain Lassells*,[1] commander [of the] Garland, in the Downs.—Having communicated to his Majesty a late letter from Captain Jenifer,[2] 'wherein he offers it to consideration that his Majesty might suffer some dishonour in case the vessels which you now send abroad to cruise single should meet with one or more capers of greater force than themselves, as he himself had some apprehension he might do in case the three French men-of-war which lately did the indignity to the Francis [3813] should come in his way in their coming forth from Boulogne, from whence he expected them,' his Majesty directs that the Swallow should go forth to cruise for 10 days with a small frigate to accompany her.

3850. [p. 376.] 9 *Apr. S. P. to Sir Martin Wescombe*,[3] at Cadiz.—To forward the enclosed letters for Sir Roger Strickland[4] [3855] and Captain Story[5] [3854] to Tangier, 'they carrying orders to them from his Majesty of much importance to his service.'

3851. [p. 376.] 9 *Apr. S. P. to Colonel Strode*.[6]—Desires him to inform himself from Hastings what have been the usual restrictions heretofore enjoined upon the French fishermen who have had licences from the Lord Warden of the Cinque Ports, as to the seasons, places, numbers, size, or shape of their nets or other engines, the despatch of his Majesty's instructions to the commanders of his ships who shall at the desire of that town be sent to the visiting of the said French fishing vessels depending upon it.

3852. [p. 377.] 9 *Apr. S. P. to Mr. Pett*,[7] master-shipwright, at Chatham.—The king and lords expect a very strict inquiry, by all means possible, for the discovery of the true occasion of the fire [3848].

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[1] Commander-in-chief in the Downs [3778]. See ii. 236 *n. supra.*

[2] Commander of the Saudados and late commander-in-chief in the Downs [3721].

[3] Consul at Cadiz [1553].

[4] Commander of the Dragon [3855]. *D. N. B.* lv. 52.

[5] Commander of the Portsmouth [3854].

[6] Governor of Dover Castle [3847].

[7] See ii. 92 *n. supra.*

3853. [p. 377.] 9 *Apr.* *S. P. to Sir William Poole*,[1] commander of the Leopard, at Chatham.—'. . . We have great reason to thank God Almighty that the effects' of the fire [3848] 'proved no worse; however, it ought to be esteemed an evil of very great weight to his Majesty to have such a danger brought upon his ships and stores, at this time too when there is a probability of so much need of them, and therefore ought to have the occasion thereof very well enquired into, and no less severely punished if it can be discovered. . . .' Is very glad for the Leopard's escape.

3854. [p. 378.] 9 *Apr.* 'Sent to Tangier.' *S. P. to Captain James Story*, commander of the Portsmouth.—The king and lords are not well satisfied with the merchants having made it their request for his staying at Zante to convoy their ships, the Scipio and the William and Thomas, and then rendering his long stay unnecessary by their ships omitting to touch there; and they will take fitting notice thereof to them. Sends orders enclosed for his joining with Sir Robert Robinson[2] and following his directions; and will in a little time send him the pleasure of the king and lords 'concerning the commanders of the king's ships taking portents in foreign ports.'

3855. [p. 378.] 9 *Apr.* 'Sent to Tangier.' *S. P. to Sir Roger Strickland*,[3] commander of the Dragon.—The king and lords approve of what he did at the importunity of his convoys in omitting to touch at Zante, and going with them directly to Smyrna. Sends him orders to join Sir Robert Robinson[2] and follow his directions. Will inform him concerning portents [3854].

3856. [p. 379.] 10 *Apr.* *S. P. to the Commissioners for the Customs.*—About passes for the Scanderbeg, of Barnstaple, Robert Fishley master; the Swallow, of Exeter, Isaac Symons master; the Sarah, of Topsham, Christopher Holly master, in that port; the Expedition, of Bideford, Peter Luxon master, in that port; the Success ketch, Thomas Ratte master, at Exeter.

3857. [p. 379.] 10 *Apr.* *S. P. to the Navy Board.*—

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[1] Charnock, *Biog. Nav.* i. 26. Sir William Poole's commission to the Leopard is dated 27 Feb. 1676–7 (i. 394 *supra*).

[2] Commander of the Assurance [2663]. See note to No. 2872.

[3] *D. N. B.* lv. 52.

Conveys the proposal of Mr. Samuel Travell, merchant, for 'providing such hemp as his Majesty's service shall call for out of the east country upon occasion of the ships now designed by the Parliament to be built.' The gentleman is entirely a stranger to the writer, but is lauded to him by Colonel Kirkby,[1] a member of the House of Commons, 'as a person of long experience and good credit in that trade.' Desires them to consider it.

3858. [p. 379.] 10–14 *Apr. Memorandum* of certificates for taking up bond for the Frederick, of Plymouth, John Matthews, dated 10 Apr. 1677; the Expedition, of Topsham, Solomon Andrews, dated 13 Apr.; the Hopewell, of Plymouth, John Pearce, dated 13 Apr.; and the Hopeful Adventure, of London, John Bant master, 14 Apr.

3859. [p. 379.] 13 *Apr. S. P. to Captain Gunman*, commander of the Anne yacht, at Greenwich.—To bring the Duke of Créqui[2] from Calais.

3860. [p. 380.] 14 *Apr. S. P. to the Commissioners for the Customs.*—About passes for the Mary, of Weymouth, William Gates master; the Paragon, of Dartmouth, James Lake master; the Benjamin, of Dartmouth, Thomas Blakeler; the Laurel, of Topsham, Samuel Hayman; and the John and Francis, of Southampton, John Wall master.

3861. [p. 382.[3]] 14 *Apr. The same to the same.*—About passes for the Exeter Merchant, of London, Roger Matthews master, in that port; the Thomas and Mary; the Bonadventure, —— Barnes [master], at Dartmouth.

3862. [p. 380.] 15 *Apr. S. P. to Captain Davies*,[4] Cleveland yacht.—To bring Mr. Thornhill from Dieppe.

3863. [p. 380.] 16 *Apr.* Monday night. *S. P. to Sir John Tippetts*, surveyor of the navy.—'This comes to tell you that after the many difficulties which the Bill for the 600,000*l.* for building ships has met with, and particularly that which I observed to you this morning, arising from the differences between the two Houses about it, even to the rendering me then very distrustful of the success of the Bill and the great work of our building ships depending thereon, the lords have thought fit to depart from the amendment they so earnestly insisted upon,[1] and (by their yielding) the Bill (blessed be God) is (with the rest of the bills in present readiness for it) passed this night by the king, and the Parliament thereupon adjourned to the 21st of May. My end of telling you which, besides the general one of giving you the satisfaction of knowing that we are likely to have wherewith to enable us to employ our several industries in the raising a new stock of ships of more value than was ever at once undertaken by this nation for so many, is that of informing you in particular that by this means you are now (with his Majesty's leave) at liberty to begin as soon as you will your journey towards Shoreham with Sir Richard Haddock[2] for the surveying that place and considering how far the same is capable of being rendered a place fit for the building a 3rd-rate ship, his Majesty being very desirous to increase the number of building-places as much as may be, as well out of the considerations of having thereby the more room at home for continuing our repair of old ships together with the building new, the prospect of the condition wherein matters are likely to stand between us and France rendering the despatch of our repairs no less indispensable than that of our new building. Which having said, that which I have to add is that the king and his Royal Highness are extremely importunate that not an hour's time be lost that may be saved in our preparations for each of these matters, and that therefore though [they] are themselves under a purpose of setting forth to-morrow morning for Newmarket for some days, yet do they expect that in their absence every hand do fall to work for the forwarding of each of these services with the same vigour as if they themselves were here; so as (if I may take the liberty of advising) I could wish both yourself and Sir Richard Haddock would make your stay abroad as short as conveniently you may, as not knowing but that my lords may (notwithstanding the holidays) call for your services suddenly again here, or the king send for it to Newmarket, or, that the difficulty being now removed about payments, merchants and tradesmen may be willing to part with their goods (which through the uncertainty of passing this Bill they seemed to have been hitherto shy of), and in such case the navy board may stand in want of your assistance, and the season (you know) for the felling and buying timber is now entered upon us. My request, therefore, and advice to you is, that you would please to consider of your ordering business so as that your being out of town may be as short as may be, and that you would communicate this to Sir Richard Haddock, to the end he may also have the same considerations before him touching this matter; and, if you please, let me also propose to you and him the gathering the best informations you can during your being abroad touching what bargains for materials of any kind may be to be had towards our great work out of the country you are to pass through, and the number of workmen. . . .'

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[1] MS. 'Kirby.'

[2] Michaud, *Biog. Univ.* ix. 469.

[3] Out of order in the MS.

[4] See note to No. 2561.

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[1] The controversy related to the right of the Lords to amend a money bill. See *Lords' Journals*, xiii. 108, 109, 115, 116, 117, 118.

[2] See note to No. 3268.

3864. [p. 382.] 17 *Apr. S. P. to Sir Denis Gauden.*[1]—Desires to confer with him.

3865. [p. 382.] 17 *Apr. S. P. to Colonel Piper,*[2] at Plymouth.—Thanks him for his care in 'finding out and sending up hither John Wilson, the evidence against Captain Dragger' [3841]. The Parliament being now adjourned [3863], the lords will suddenly meet and will give directions in the matter that hath so long depended concerning the charges of the persons that brought up Geraudeau [3750].

3866. [p. 382.] 17 *Apr. S. P. to Captain Flawes.*[3]—Encloses orders for his bringing the Mermaid about into the Downs so soon as possibly may be, the service of Ireland (for which she is designed) requiring that no time be lost.

3867. [p. 382.] 17 *Apr. S. P. to Captain Ridley.*[4]—Leave to stay on shore 10 days or a fortnight for the recovery of his health.

3868. [p. 382.] 17 *Apr. S. P. to Lieutenant Gregory.*[5]—

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[1] See note to No. 3689.

[2] Deputy-governor of Plymouth [2918].

[3] Captain William Flawes had just been appointed commander of the Mermaid by a commission dated 4 April, 1677 (i. 350, *supra*).

[4] Commander of the Wivenhoe [3835].

[5] William Gregory had been just appointed lieutenant of the Portland by a commission signed 10 April, 1677 (i. 357, *supra*).

Will inform the king of his care and diligence in hastening the fitting of the Portland.

3869. [p. 383.] 17 *Apr. S. P. to Captain Lassells.*[1]—Acknowledges his of the 11th and 12th, with the papers enclosed in the latter from Captain Carverth,[2] Captain Clements,[3] and the Mayor of Rye, and doubts not but he will give notice to the commanders of the ships cruising 'of the Ostend sloop that robbed the Rye vessel.' As to what he writes 'of the complaint of the commanders of the ships for the want of men, which may occasion their receiving some affront from the privateers,' the writer hopes 'in a little time some of the ships fitting out will get into the Downs to be employed in cruising, who will be well able to deal with anything they shall meet with.' In the meantime it will be advisable that the small frigates he sends out keep in company.

Postscript.—Since writing, has received his of the 16th from the Downs, with advice about the privateer of Ostend being now in his custody. Hopes speedily to receive his Majesty's orders for the further disposing the said vessel; in the meantime he is to cause the complement of men belonging to her to be victualled according to his Majesty's allowance to his own seamen serving in his ships.

3870. [p. 383.] 17 *Apr. S. P. to Sir John Narbrough.*—A commission hath for 10 days past been signed by his Majesty for his commanding the Plymouth,[4] in order to his taking command of the squadron that shall be employed this year in the Straits. Desires to know how soon the state of his new affairs will allow him to be looking after the carrying on of his old. With wishes of good fortune and satisfaction to him and his bride.[5]

3871. [p. 384.] 17 *Apr. S. P. to the Navy Board.*—Thanks for theirs of the 10th, with advice of their having sent hawsers to Tangier for the furnishing of the galley-frigates with the shrouds of the bigger size than those they now have and complain of [3848]; as also of the forwardness of several of the ships now in fitting, in which they are 'to cause all endeavours of despatch to be continued, and particularly in quickening the victuallers in their taking care for sending the victuals on board so soon as the ships shall be in condition to receive them,' the king's service and time of the year calling for their being abroad. Hopes they will in a little time so be, in case the want of men (which some of the commanders complain of coming but slowly in) do not hinder.

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[1] Commander of the Garland and commander-in-chief in the Downs [3778]. See ii. 236 *n. supra.*

[2] See note to No. 3608.

[3] Commander of the Greyhound [3592].

[4] The date given in Pepys's *Register* is 7 May (i. 387, *supra*).

[5] Narbrough had been married on 9 April to his first wife, Elizabeth Calmady (*D. N. B.* xl. 89).

3872. [p. 384.] 17 *Apr.* *S. P. to Sir Richard Beach.*[1] —Thanks for his of the 14th, with information as well of the election of a burgess at Queenborough, as the inquiry made by himself and the other officers of the navy (lately with him) touching the occasion of the late fire [3848].

3873. [p. 384.] 17 *Apr.* *S. P. to Sir William Poole.*[2] —Thanks for his letters. Will report to the king and lords his diligence in getting his ship ready.

3874. [p. 385.] 17 *Apr.* *S. P. to Captain Trevanion.*[3] —Thanks for his of the 14th. Is glad his ship is in so good a readiness, in case the service shall require her being sent abroad for some days to cruise.

3875. [p. 385.] 17 *Apr.* *S. P. to Captain Trotter.*[4]— Has received his of the 14th, with an account of the readiness of his ship. Desires the continuance of his care for her despatch, that she may be brought about into the Hope.

3876. [p. 385.] 17 *Apr.* *S. P. to Captain Kempthorne,*[5] commander of the Monmouth yacht, at Dublin.—Has received his of the 7th from Dublin, and will acquaint the king and lords with the condition of his yacht in order to their giving directions for her repair.

3877. [p. 385.] 18 *Apr.* *S. P. to the Commissioners for the Customs.*—About passes for the William and Thomas, of Portsmouth, Richard Matthews master, now at Portsmouth; the Joan, of Southampton, Richard Wyatt master, at Southampton; the Primrose, of London, John Lawson master, in the Downs.

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[1] Resident commissioner of the navy at Chatham [2756].

[2] Commander of the Leopard [3853]. See note to No. 3853.

[3] Commander of the Yarmouth [3828]. See note to No. 2304.

[4] Captain David Trotter had just been appointed to command the Kingfisher by a commission dated 5 April, 1677 (i. 416, *supra*). Charnock's account of his commands is very incomplete (*Biog. Nav.* i. 377).

[5] See ii. 113 *n. supra.*

3878. [p. 385.] [18 *Apr.*] *The same to the same.*—About passes for the Mary ketch, of Bristol, John Baker master, in that port; the Mary, William Tozer master; the Dorothy, Gilbert Wakeham master; the Hawk, Thomas Fowles master, at Dartmouth.

3879. [p. 386.] 18 *Apr.* '10 at night.' *S. P. to Sir John Werden,*[1] at Newmarket.—This comes only to give cover to the enclosed just now come from Virginia—one addressed to his Royal Highness, and the other to himself. Desires he will learn the duke's pleasure when the writer is to come to Newmarket to attend the king and himself [3892].

This letter is preceded by part of a cancelled letter in a different form.

3880. [p. 386.] 19 *Apr.* 'Sent forward by express at 11 at night.' *S. P. to Mr. Fownes,* clerk of the check at Deptford.—The bearers being recommended to the writer by a member of Parliament as two honest and able shipwrights, he is to enter them in the yard at Deptford in case any order be given for entering more men, unless the master-shipwright or himself shall have any exception to their ability or honesty.

Underwritten: John Wanklin, Henry Forest.

3881. [p. 386.] [19 *Apr.*] *S. P. to the Commissioners for the Customs.*—About passes for the President, of Bideford; the Thomas and Mary, of Lyme, John Clear master; and the Blessing, of Plymouth, John Hoskins [master].

3882. [p. 386.] 19 *Apr.* 'Sent by express at 12 o'clock at noon.' *S. P. to Sir John Ernle,*[2] commander of the Woolwich, at Chatham.—His Royal Highness concurs with his and his father's request for the change of his station from the Downs to the Mediterranean, 'declaring it as his belief that the king would do the like, but asked if the Woolwich was not an unsheathed ship, and if so, proposed that it should be considered whether she ought not to be sheathed.' Desires an account in what condition of despatch his ship is for being brought into the dock to be sheathed [3889].

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[1] See note to No. 3475.

[2] Sir John Ernle had been comptroller of the stores from 1671 to 1676, holding commands also during this period (see ii. 377 *n. supra*). His commission to the Woolwich is dated 2 April, 1677 (i. 348, *supra*). Charnock, *Biog. Nav.* i. 331.

3883. [p. 387.] 19 *Apr.* *S. P. to the Navy Board.*—Upon theirs of the 12th, recommending the case of Mr. Dam, the purser of the Newcastle, the writer has moved the king, and shall with the first opportunity have his warrant for Mr. Curtis, purser of the Monck, to officiate for him during the Newcastle's present voyage. But desires their considering 'whether pretence or fear of arrests' ought to be held 'a good justification for pursers not passing their accounts, it seeming to be a plea that few pursers of the fleet can want, and consequently the force which the fear of losing their employments hath upon them for the urging them towards the passing the same will be quite taken away if under that pretence' (of arrests only) 'they shall, instead of correction, be gratified with leave to hold their employments by deputy, or exchange with other pursers.'

Postscript.—Since his writing, the enclosed petition to the lords hath been brought to his hand from Mr. Shales, purser of the Diamond, praying leave to put in a deputy in that ship during her present voyage. Prays them to consider it, well knowing that the lords will not grant it unless the board be first satisfied in the ground the petition gives for his having not yet passed his account for his first voyage. An order is desired to take up one of the Jersey's chain-pumps [3884].

3884. [p. 388.] 20 *Apr.* *The same to the same.*—The king directs them to instruct the officers of the yard at Woolwich to take out one of the chain-pumps in the Jersey frigate, that Sir Samuel Morland[1] may make an experiment with a pump of his in place of it.

3885. [p. 388.] 20 *Apr.* *S. P. to Sir Joseph Williamson,*[2] at Whitehall.—Pursuant to the late Order in Council for bringing in all Ostend privateers, the writer encloses an account [3886] of one of them now detained in the Downs, in order to its being published in the 'Gazette' for the informing such as may have been injured by her.

3886. [p. 388.] 20 *Apr.* *An account of an Ostend privateer lately brought into and now detained in the Downs*

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[1] *D. N. B.* xxxix. 68.

[2] *D. N. B.* lxii. 2.

[3885]. 'The Dolphin, of Ostend, with one great gun, 2 peters,[1] 44 men, a white mainsail, a black foresail, a striking topmast, a square stern, and an open vessel; the captain's name, Nicholas Vererucy [*sic*], the owners', Charles de Vleeschawer [*sic*] and Bowdewine Borme [*sic*]; the commission is signed by R. Lamberty. There was found on board her 20 skins of leather, which the captain affirms he took out of a French prize; and also 6 English hats, which the men confesses [*sic*] were taken out of an English vessel.'

3887. [p. 389.] 20 *Apr. S. P. to Sir Richard Beach.*[2]—Thanks him for his advertisements about Edmund Fick, and desires he may now be discharged.

3888. [p. 389.] 21 *Apr. S. P. to the Commissioners for the Customs.*—About passes for the Exchange, of Bideford, Aaron Browning master, in that port; the Katherine, of Poole, Shadrach Beale master, in that port; the Endeavour, of Dartmouth, Joseph Allen master, in that port; the John and Thomas, of Topsham, John Balage master, in that port; the Bonadventure, of Hull, Edward Farthing master; and the Rose pink, William Trump, at Topsham.

3889. [p. 389.] 21 *Apr. S. P. to the Navy Board.*—Desires they'll order the Woolwich to be sheathed at Woolwich, whither Sir John Ernle hath directions to bring her [3890], and that all endeavours may be used for the saving of this spring in the doing of it [3882].

3890. [p. 390.] 21 *Apr. S. P. to Sir John Ernle,*[3] commander [of the] Woolwich.—To bring his ship to Woolwich [3889].

3891. [p. 390.] 21 *Apr. S. P. to Mr. Bedford,* registrar of the admiralty.—Sends him John Wilson, one of the persons who informed against Dragger, the commander of the Ostend caper which is secured at Plymouth [3865, 3903].

3892. [p. 390.] 23 *Apr. S. P. to Colonel Werden,*[4] attending his Royal Highness at Newmarket.—At his return this afternoon from Chatham (whither he went on Saturday) the writer received his intimation of his Majesty's and his Royal Highness's command for his attending them with all speed at Newmarket [3879]. Will be at his Royal Highness's rising on Wednesday morning.

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[1] See note to No. 2068.

[2] Resident commissioner of the navy at Chatham [2756].

[3] See note to No. 3882.

[4] MS. 'Worden.' Robert Werden or Worden was lieutenant-colonel in the Duke of York's Guards; in 1679 he became comptroller of his household (*D. N. B.* lx. 296).

3893. [p. 392.[1]] 23 *Apr. S. P. to the Commissioners for the Customs.*—About passes for the Mary, William Tozer master; the Dorothy, Gilbert Wakeham master; the Hawk, Thomas Fowle[s] master, at Dartmouth; the Adventure, of Barnstaple, William Bennett master, in that port.

3894. [p. 391.] 24 *Apr. S. P. to Captain Fasby,* Charles yacht.—He is to take Mr. William Yonge's servants and goods to Rye, and to carry him and them thence to Dieppe, staying there 4 days for Mr. Arthur Fleetwood [2] and bringing him thence.

3895. [p. 391.] 24 *Apr. S. P. to Captain Lassells,*[3] commander-in-chief in the Downs.—The East India Company have a ship called the Loyal Merchant newly arrived in the Downs from Bantam,[4] but her spending her masts in her passage makes it unsafe for her to come about without assistance. He is to order the Francis or other small ship now in the Downs to see her safe in the river of Thames, the lords judging it but necessary as well on behalf of the said Company as his Majesty's service, the customs of the said ship amounting to about 4,000*l.*

3896. [p. 392.] 24 *Apr. S. P. to the Commissioners for the Customs.*—About passes for the Constant Martha, Walter Uppington [master]; the Crown, John Moore; the Sapphire ketch, Joseph Bowry; and the Bristol ketch, John Smith—all at Bristol, bound to the Straits.

3897. [p. 392.] 26 *Apr. The same to the same.*—About passes for the Dartmouth Merchant, John Roope [master]; the Happy Entrance, James Koldwich; the Paragon, James Lake—all at Dartmouth; the Rainbow, of Bideford, George Causey master, in that port; the Lily, of Yarmouth, Samuel Callow master, in that port; and the Priscilla, of Plymouth, now there.

3898. [p. 392.] 27 *Apr. The same to the same.*—About passes for the Hopewell, of Minehead, John Holbrooke master, at Minehead; and the Thomas and Benjamin, of Bristol, John Frogg, at Bristol.

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[1] Out of order in the MS.

[2] See note to No. 2828.

[3] Commander of the Garland [3849].

[4] In Java.

3899. [p. 396.[1]] 28 *Apr. An account of an Ostend privateer sent into the Downs the 24th inst. by Captain Jenifer, commander of the Saudados, and now detained there.* 'The St. Mary, of Ostend, with 22 men, Captain John de Vroi commander, having 2 guns, one afore and the other abaft; she is open in the midships, and sails with a lug-sail and one topsail.'

3900. [p. 392.] 29 *Apr.* Sunday night. *S. P. to Mr. Hayter.*[2]—Desires a copy of the lord treasurer's letter to the board. To convey the enclosed to Sir John Tippetts.

3901. [p. 392.] 30 *Apr. S. P. to the Commissioners for the Customs.*—About passes for the Bilbao Merchant, of Topsham, Thomas Ricker [master], at Topsham; and the Content, of Plymouth, Matthew Hutchinson master, now at Plymouth.

3902. [p. 392.] 30 *Apr. S. P. to Mr. West,* at Hampstead.—Does not remember Sir Charles Harbord[3] hath at any time mentioned the matter he writes about. The king 'is not yet come to any determinate resolution touching the building of any of the ships by contract, but seems inclined to build them all in his own yards if time and room will admit it,' so cannot invite his friend to come up about it as yet.

3903. [p. 393.] 30 *Apr. S. P. to the Navy Board.*—The bearer, John Wilson, a seaman, who by order from the lords hath given in his written testimony at the admiralty court against the Ostend privateer [3865, 3891], is willing to remain in town to confirm it orally at the approaching sessions of the admiralty in June next if some means can be found for maintaining him here without charge; which as it is necessary one way or other to be done, it cannot be better than by bearing him upon one of the ships fitting forth, or some other way here in this River or at Chatham where he may be kept in victuals and wages without being liable to be carried abroad. Desires them to take such order in it as may be most regular and effectual for the preserving of the man in readiness for giving his testimony.

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[1] Out of order in the MS.

[2] See note to No. 2857.

[3] MS. 'Herbord.' Sir Charles Harbord was surveyor-general (*Cal. S. P. Dom.* 1673–5, index).

3904. [p. 393.] 30 *Apr. The same to the same.*—Having attended the king at Newmarket to receive his pleasure in several matters relating to the building of the new ships and the despatch away of some advice to Virginia—as to the former, orders shall be prepared when he comes to town ; as to the latter, he doth purpose forthwith to despatch away a vessel with advice to the Governor of Virginia, and that 'both for despatch and good husbandry he pitcheth upon doing of it by the Quaker ketch now fitting forth for the Leeward Islands,' and therefore they are to cause 'all imaginable haste' to be made in her fitting. Moreover, having acquainted him with the present state of the victualling of his ships and forces lately sent to that colony, his Majesty desires that they will forthwith make a calculation of what quantity and of what species of provisions are required to be sent away for bringing back the same number of soldiers that were sent hence, as also what supply (if any) for bringing back the king's ships, 'it seeming to be his present resolution that both men and ships shall be called home as soon as ever those necessary supplies can arrive with them.' Not but that his Majesty doth incline to what was mentioned by some of their board to the lord treasurer 'about leave to be allowed to as many of the soldiers to stay there as shall desire it, as also to the leaving some small number of them there as a standing security to the colony. . . .'

3905. [p. 394.] 30 *Apr. S. P. to Captain Lassells,*[1] commander of the Garland, in the Downs.—Thinks he has done very advisedly in ordering the men belonging to the last privateer brought in to be kept on board the Swallow, in regard of the smallness of his own ship's company, and the other privateer's men being on board him. Is very sorry that his distemper proves so violent. Believes the king will not deny his order to any of his chirurgeons that are thereabout in the country to advise with Mr. Hannam, under whose care he now is, but it will be hard to spare one of them from their ordinary service here. In that case if he will let his case 'be thoroughly stated as to the beginning, growth, and present symptoms' of his distemper, one of the king's physicians or chirurgeons, or both, will give his opinion upon it [3931].

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[1] Commander-in-chief in the Downs [3778]. See ii. 236 *n. supra.*

3906. [p. 395.] 30 *Apr.* *S. P. to Mr. Lodge*, postmaster at Deal.—Desires a particular account upon oath before a magistrate of the injuries mentioned in his list of the 21st, as done at sea to some subjects of his Majesty's by vessels of the King of France belonging to Dunkirk, in order to his speedy laying the same before the king and lords.

3907. [p. 395.] 30 *Apr.* *S. P. to Captain Trevanion*,[1] commander of the Yarmouth, Downs.—Has received his of the 21st and 22nd, and is glad to know his ship is in so good a readiness for service. The officers of the navy have directed the speedy supplying him with 14 days' victuals, which he is to get on board with all speed in order to cruise abroad some days.

3908. [p. 395.] 30 *Apr.* *S. P. to Captain Fowler*, commander of the Swallow, in the Downs.—Has received his of the 25th, giving an account of his arrival in the Downs after cruising abroad. As to what he writes concerning the master of a French vessel which he detains as having been found on board the Ostender taken by Captain Jenifer[2] [3899], the writer thinks he ought to be returned unto the Ostender, whose prisoner he is, being taken in a vessel belonging to those who are in open hostility with the King of Spain.

3909. [p. 395.] 30 *Apr.* *S. P. to Captain Lassells*,[3] commander [of the] Garland, in the Downs.—He is to order one of the ships under his command to sail unto Rye Bay, and on his arrival to give notice thereof unto Mr. Lewis Tillard in Rye, and there take under his protection a vessel carrying 11 horses for the service of Mrs. Churchill,[4] and give her a safe convoy to Dieppe, with any other vessels bound that way, doing the like to any others bound back thence homeward; and to return into the Downs.

3910. [p. 396.] 30 *Apr.* *S. P. to Captain Trotter*,[5] commander of the Kingfisher, in the Hope.—Leave to come up for a few days.

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[1] See note to No. 2304.

[2] Commander of the Saudados [3786].

[3] Commander-in-chief in the Downs [3778]. See ii. 236 *n. supra.*

[4] See note to No. 2602.

[5] See note to No. 3875.

3911. [p. 396.] 1 *May. S. P. to Mr. Pett,*[1] at Chatham. —Hopes some provision will be made of money for the buying in of materials, as that they may 'go cheerfully in hand with the repair of his Majesty's ships.' Is very glad to understand from him that these may in case of necessity by a timely and sufficient supply of materials and hands be put into a condition of going to sea.

3912. [p. 396.[2]] 1 *May. S. P. to the Commissioners for the Customs.*—About passes for the Ebenezer, of Plymouth, Laurence Tave[r]ner master; the Arms of Lyme, John David master, at Lyme; and the Lamb, of Plymouth, in that port.

3913. [p. 396.] 2 *May. The same to the same.*—About passes for the Edward and John, of London, William Cock master, at Rochester; and the St. Malo Merchant, of Plymouth, Arthur Hole [master], at Plymouth.

3914. [p. 396.] 2 *May. The same to the same.*—About a pass for the Advice, of Yarmouth, William Spooner master, at Yarmouth bound to the Straits.

3915. [p. 397.] 2 *May. Memorial from the Admiralty.* —'That forasmuch as his Majesty's ships now fitting forth to sea for this summer's service are hindered in their despatch from the want of seamen, as by the information and complaint of the commanders of the said ships has been made appear to his Majesty and the lords of the admiralty, and forasmuch as by like information from the principal officers and commissioners of the navy it also appears that neither the repairs of his Majesty's ships now in hand, nor the building of the 30 ships granted by the Parliament, can be carried on without a power of impresting carpenters, shipwrights, caulkers, joiners, and what other workmen shall be needful over and above what are already entertained in his Majesty's yards, or can be expected to come in voluntarily while they may be elsewhere employed by merchant builders at higher wages than what is allowed by his Majesty: it is humbly submitted to his Majesty in council to consider of a power to be given' to the lords of the admiralty 'for the issuing from time to time their press-warrants in usual form to the officers of the navy for the impresting of such shipwrights, carpenters, caulkers, joiners, and other workmen and artificers as shall be needful for the forwarding and despatch of the ships which now are and shall come under repair, as also the building of the said 30 ships, with the like to the commanders of his Majesty's ships for the impresting such and so many seamen as shall be wanting for the manning of the ships now and hereafter to be set forth for the summer's service [3928, 3929]. It is also humbly laid before his Majesty to direct whether such vessels of Ostend as shall be brought in in pursuance of his Majesty's late Order in Council of 23 March last, and shall have no[1] complaint exhibited against them within 7 days after publication made in the 'Gazette' of their being so brought in, shall not then be discharged, as in like case of the bringing in of ships of the same place was lately practised.'

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[1] Master-shipwright at Chatham (ii. 92 *n. supra*).

[2] Out of order in the MS.

3916. [p. 397.] 2 *May. S. P. to Captain Davies*,[2] commander of the Cleveland yacht.—To transport Mrs. Churchill[3] to Calais or Dieppe as she shall direct, and this done to return to Greenwich.

3917. [p. 398.] 3 *May. S. P. to Sir Robert Holmes*,[4] Governor of the Isle of Wight.—His ship the Country's Welfare being in the Isle of Wight, her master must apply himself for a pass to the magistrate and officers of the customs of that outport where she lies, the lords of the admiralty in their issuing of any other passes than those for ships bound to the Straits being limited to giving them to those ships and no others that are bound out of the Thames. Thanks for his advertisement touching the fleet he observed at sea off the Isle of Wight.

3918. [p. 398.] 3 *May. S. P. to Captain William Harman*,[5] commander of the Guernsey, in the Hope.—Leave to come to town.

3919. [p. 398.] 4 *May. S. P. to the Navy Board.*—Desires they will cause all despatch to be made in victualling the ships now preparing for the sea, that they may repair to the Downs; and to consider whether any small matter of stores may not be better sent after them thither, than the ships stay for them after they shall have their victuals and men on board. Hopes the want of the latter will not remain long unsupplied 'now his Majesty has been pleased in council to authorise the doing of it by pressing' [3915].

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[1] MS. 'more'—apparently a slip of the pen.

[2] See note to No. 2561.

[3] See note to No. 2602.

[4] *D. N. B.* xxvii. 194.

[5] Captain William Harman, formerly commander of the Bristol, had been appointed to command the Guernsey by a commission dated 27 March, 1677 (i. 360, *supra*). See also ii. 88 *n. supra.*

3920. [p. 399.] 4 *May. S. P. to Sir John Holmes,*[1] commander of the Mountagu, in the Hope.—The service earnestly calling for him in the Downs, the writer desires an account for the satisfaction of the king and lords, of the condition of his ship in reference to her readiness to sail, with respect to her stores, victuals, men, or aught else; giving a particular account touching that of his men, how many are entered and how many appeared at his last muster, and what (if any) he shall find himself under a necessity of making use of a press-warrant for; 'his Majesty having (upon the report made by some commanders of the difficulty of manning their ships complete without pressing) been pleased in council to allow of what has been seldom done or demanded in time of peace—namely, that where commanders cannot by their industry or interest provide themselves of men without pressing (and not otherwise), they may be enabled thereto by press-warrants . . .' [3915].

Underwritten: The like to Sir John Ernle,[2] commander of the Woolwich, at Woolwich; Sir William Poole,[3] Leopard, in the Hope; Captain Harman,[4] Guernsey, in the Hope; Captain Wood,[5] Diamond, at Long Reach; Sir Richard Munden,[6] St.

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[1] Sir John Holmes, the brother of Sir Robert Holmes [3917], had been appointed to command the Mountagu by a commission dated 12 April, 1677 (i. 367, *supra*). See *D. N. B.* xxvii. 192. On 14 April he had been appointed commander-in-chief in the Downs with the right to wear the union flag at the maintop (i. 314, *supra*), but Captain Lassells of the Garland appears to have been still acting in that capacity as late as 24 April [3895].

[2] See note to No. 3882.

[3] See note to No. 3853.

[4] Captain William Harman. See note to No. 3918.

[5] Captain John Wood, formerly commander of the Speedwell [2839], had been appointed to command the Diamond by a commission dated 2 April, 1677 (i. 426, *supra*).

[6] *D. N. B.* xxxix. 301. Sir Richard Munden had been appointed to command the St. David by a commission dated 14 April, 1677 (i. 386, *supra*).

David, at Long Reach; Captain Lhostein,[1] Newcastle, at Woolwich; Captain James,[2] Portland, at Woolwich; Captain Rooke,[3] Nonsuch, at Portsmouth; Captain Trotter,[4] Kingfisher, in the Hope; Captain Royden, Sweepstakes,[5] at Portsmouth; Captain Booth,[6] Falcon, at Long Reach; Captain Flawes,[7] Mermaid, at Portsmouth; Captain Delavall,[8] Constant Warwick, at Long Reach; Captain Haddock,[9] Quaker ketch, at Deptford.

3921. [p. 399.] 4 *May. S. P. to the Commissioners for the Customs.*—About a pass for the Anna Maria, of Bristol, Edward Cleavely master, at Bristol.

3922. [p. 400.] 4 *May. S. P. to Captain Gunman*, commander of the Anne yacht, at Greenwich.—To transport Monsieur Créqui from Dover to Calais or Dieppe, and this done to return to Greenwich.

3923. [p. 401.[10]] 4 *May. S. P. to Captain Trevanion,*[11] Downs.—Hopes this will find his provisions on board and him ready to cruise in the Channel the time his Majesty hath set him, by the expiration whereof some fresh ships will be come into the Downs, so as to leave him at liberty to come in to be laid up in case his ship's condition will not admit her longer stay abroad.

3924. [p. 402.[10]] 4 *May. S. P. to Captain Fowler*, Swallow, Downs.—The king approves his care of easing the Garland of some of the privateer's men [3905]. Allowance will be made to his purser for their victuals.

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[1] See ii. 24 *n.* Captain Lhostein had been appointed to command the Newcastle by a commission dated 4 April, 1677 (i. 378, *supra*).

[2] Captain Richard James had been appointed to the Portland by a commission dated 4 April, 1677 (i. 370, *supra*.)

[3] *D. N. B.* xlix. 204. Captain George Rooke's commission to the Nonsuch is dated 12 April, 1677 (i. 399, *supra*).

[4] See note to No. 3875.

[5] MS. 'Guernsey,' but see No. 3928. Captain Charles Royden had commanded the Guernsey since 1674, but he had just been succeeded by Captain William Harman [3918]. His commission to the Sweepstakes is dated 5 April, 1677 (i. 400, *supra*).

[6] See note to No. 3842.

[7] See note to No. 3866.

[8] See ii. 302 *n.* Captain Ralph Delavall's commission to command the Constant Warwick is dated 9 April, 1677 (i. 344, *supra*).

[9] Captain Richard Haddock had been appointed to command the Quaker ketch by a commission dated 9 April, 1677 (i. 358, *supra*). He is not to be confused with his namesake the commissioner of the navy.

[10] Out of order in the MS.

[11] Commander of the Yarmouth [3828]. See note to No. 2304.

3925. [p. 402.[1]] 4 *May. S. P. to Captain Lassells,*[2] in the Downs.—Takes notice of his having appointed Captain Clements to go to Rye about the horses, and Captain Jenifer to accompany the Yarmouth in her cruising, both of which his Majesty will approve of. Will send him the opinion of the physicians [3931].

3926. [p. 403.[1]] 4 *May. S. P. to Mr. Lodge*, postmaster, at Deal.—Unless the masters of the vessels from whom he shall receive any account of wrongs sustained at sea will be at the trouble of repairing to a civil magistrate, to whom they may regularly exhibit complaints in writing upon oath, they can never expect any fruits of their complaints. The vessels of the king's allies cannot be brought in and kept in custody upon a bare report.

3927. [p. 403.[1]] 4 *May. S. P. to Captain Booth,*[3] Falcon, at Long Reach.[4]—Has received his of the 3rd.

3928. [p. 400.] 5 *May. S. P. to Captain Royden,*[5] Sweepstakes, at Portsmouth.—Hopes that being now come to the Spithead, he will not be long out of a condition of repairing to his station. Doubts not his letter concerning a press-warrant [3920] will forward him for men, which seems to be his greatest want.

3929. [p. 400.] 5 *May. S. P. to Captain Rooke.*[6]—Upon advising the writer what number of men he cannot otherwise procure, he shall be supplied with a press-warrant, the king and lords being very much concerned that no time be lost in bringing the ships to the Downs.

3930. [p. 401.] 5 *May. S. P. to Sir John Kempthorne,*[7] at Portsmouth.—To hasten the Mermaid, Nonsuch, and Plymouth; 'the want of men seems to be the impediment most likely to hinder it.' Has demanded an account from the commanders of every ship now going forth of the number of men they have on board, and what they shall stand in need of a press-warrant for [3920]. Desires to know whether he has heard anything from Sir John

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[1] Out of order in the MS.

[2] Acting commander-in-chief in the Downs. See note 1 to No. 3920.

[3] See note to No. 3842.

[4] Between Erith and Gravesend.

[5] See note 5 to No. 3920.

[6] See note 3 to No. 3920

[7] See note to No. 2734.

Narbrough,[1] and how the work of his ship is forwarded in his absence; and whether any hindrance will arise in getting forth these ships from any backwardness in the victualling office. Will speedily signify the mind of the king and lords in what he writes about another ship to be appointed to take on board the extra guns lately mounted on the Plymouth, for the better security of the harbour when the French and Dutch men-of-war were there.

3931. [p. 402.] 5 *May. S. P. to Mr. Pearse,*[2] chirurgeon-general of the navy.—This comes by his Majesty's and Royal Highness's particular command to communicate to him 'the present ill condition of poor Captain Lassells, now commanding the Garland in the Downs, under an illness he contracted in his last voyage to Gottenburg and of which he has ever since languished.' He has 'contented himself hitherto with the single directions and care' of Mr. Hannam, at Deal; but his case is now become such that his Majesty, 'in consideration of the poverty of the poor man's case and his illness contracted in his service,' recommends him to his care with such other of his Majesty's physicians or chirurgeons as he shall think requisite to be consulted [3905].

3932. [p. 404.] 5 *May. S. P. to Captain Lassells,* commander of the Garland, in the Downs.—The king 'having occasion of sending a person of quality (son to the King of France his ambassador in Sweden) to Gottenburg, and from thence to Stralsund, and so back home,' the writer moved his Majesty that in consideration of his having been there already, and of what he has suffered in his health by that voyage [3905, 3931], he might have the refusal of this, which possibly may be of some benefit to him. Desires to know if he will adventure it.

3933. [p. 404.] 7 *May. S. P. to Mr. Bedford,* register of the admiralty.—Desires him to take Patrick Garroch's information against Dragger [3841].

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[1] Formerly commander of the Harwich [3330], but a commission signed 7 May, 1677, appointed him to command the Plymouth (i. 387, *supra*). See also No. 3870.

[2] MS. 'Pierce.'

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3119	Abraham and Isaac	—	John Jones	—	—
3618	Abraham and Sarah	Plymouth	—	Plymouth	Straits
3893	Adventure	Barnstaple	William Bennett	Barnstaple	—
3106	Adventure	Topsham	John Shewer	Exeter	—
2984	Advice	Yarmouth	William Spooner	Yarmouth	—
3914	Advice	Yarmouth	William Spooner	Yarmouth	Straits
3132	Agreement	Bristol	John Teag[u]e	Bristol	—
3342	Alethea	Bristol	Edward Watkins	Bristol	Straits
3060	Alexander	Bristol	William Jones	Bristol	—
3241	Alicante Merchant	Bristol	William Joye	Bristol	Straits
2900	Alicante Merchant	Plymouth	Richard Mayne	Plymouth	—
3534	America Merchant	Bristol	William Martin	Bristol	Straits
3790	Amity	Bideford	John Prettiman	Barnstaple	—
2893	Amity	London	Josiah Fidd	Downs	[Straits]
3467	Angel	Bristol	— Roach	Bristol	—
3165	Ann	Bristol	William Hammond	Bristol	—
3746	Ann	Plymouth	Samuel Blake	Plymouth	—
3265	Ann and Mary	Yarmouth	—	Yarmouth	Straits
3921	Anna Maria	Bristol	Edward Cleavely	Bristol	—
2964	Anne	Lyme	John Davy	Lyme	—
3214	Antelope	Belfast	Thomas Hilman	Bristol	Straits
3912	Arms of Lyme	[Lyme]	John David	Lyme	—
3183	Arthur	London	Henry Oak	Lancaster	Jamaica
3119	Bachelor	—	John Snow	—	—
3098	Bachelor	Southampton	—	Southampton	Canaries
3745	Bachelor	Southampton	William Fryer	Southampton	Straits
3241	Baltimore	Bristol	John Codnes	Bristol	Straits
3860	Benjamin	Dartmouth	Thomas Blakeler	—	—
3182	Benjamin	Topsham	Robert Lyde	—	Barbados
3699	Benjamin	Weymouth	John Abbott	Weymouth	—
3207	Benjamin and Elizabeth	London	Robert Gildersleve	Harwich	Straits
3011	Bethesda	Bristol	Robert Norman	Bristol	—
3767	Betty	Southampton	Benjamin Petty	Southampton	Straits
3901	Bilbao Merchant	Topsham	Thomas Ricker	Topsham	—
3797	Black Swan	Bideford	George Bues	Bideford	—
3093	Blackamoor	Bristol	Thomas Gammon	Bristol	[Straits]
3119	Blackamoor	Bristol	Thomas Gammon	Bristol	Straits
3881	Blessing	Plymouth	John Hoskins	—	—

Reference No.	Ship	Port of Origin	Master	Present Station	Destination
3861	Bonadventure	—	— Barnes	Dartmouth	—
3888	Bonadventure	Hull	Edward Farthing	—	—
3521	Bonadventure	Southampton	Thomas Clotworthy	Southampton	—
3520	Bonadventure ketch	Topsham	Michael Hooker	Topsham	Madeiras
3343	Bonadventure Merchant	London	Peter Belbin	Portsmouth	Straits
3270	Britain	Yarmouth	Samuel Loanes	Yarmouth	—
3392	Bristol frigate	London	Henry Greenhill	Plymouth	—
3043	Bristol ketch	Bristol	Gerard Lane	—	—
3896	Bristol ketch	—	John Smith	Bristol	Straits
3111	Bristol Merchant	Bristol	William Smith	Bristol	Virginia
3119	Bristol Merchant	Bristol	William Smith	[Bristol]	[Virginia]
3270	Centurion	Yarmouth	Robert Smith	Yarmouth	—
3105	Charles	Bristol	Henry Totterdale	Bristol	Straits
3817	Charles	Bristol	Robert Norman	Bristol	—
3198	Charles	London	John Brewer	Portsmouth	Straits
3190	Charles	Plymouth	Richard Davis	Plymouth	Straits
3790	Charity	—	Richard Davis	Lyme	—
3084	Charity	London	Nicholas Linch	Portsmouth	—
3320	Christian	Queensferry	James Allin	—	—
3176	Christopher	Topsham	William Salter	Topsham	Straits
3364	Comfort	Bristol	— Steevens	Bristol	Straits
3334	Concord	Bristol	— Adams	Bristol	—
3208	Concord	London	Robert Knott	Cowes	Straits
3270	Concord	Yarmouth	John Parricke	Yarmouth	—
3623	Constance	Plymouth	—	Plymouth	—
3264	Constant Ann	Brighthelmston	John Joy	Dartmouth	Straits
3896	Constant Martha	—	Walter Uppington	Bristol	Straits
3901	Content	Plymouth	Matthew Hutchinson	Plymouth	—
2985	Continuance	Yarmouth	John Francklyn	Yarmouth	—
3167	Cork Merchant	Bristol	—	Bristol	—
3896	Crown	—	John Moore	Bristol	Straits
3320	Crown	Burntisland	Thomas Dewar	Cowes	Straits
2893	Dartmouth Merchant	[Dartmouth]	John Roope	Dartmouth	[Straits]
3897	Dartmouth Merchant	[Dartmouth]	John Roope	Dartmouth	—
3682	David	Plymouth	Amos Ford	Plymouth	Straits
3763	David	Weymouth	Robert Barker	Weymouth	—
3771	Delight	Bideford	Samuel Cade	Bideford	—
3106	Delight	Bridgwater	John Wilson	Lyme	Canaries
3823	Desire	Fowey	Walter Crowl	—	—
3817	Desire	Southampton	James Bayly	Southampton	—
3696	Diligence	Minehead	Isaac Davis	—	—
3055	Dolphin	Bristol	James Turner	Bristol	Straits
3648	Dolphin	London	John Welbourne	Harwich	—
3471	Dolphin	New England	Thomas Cowell	Dartmouth	—
3716	Dolphin	[New England]	Thomas Cowell	Dartmouth	—
3028	Dolphin	Topsham	Elias Andrews	Downs	—
3878	Dorothy	—	Gilbert Wakeham	—	—
3893	Dorothy	—	Gilbert Wakeham	—	—
2956	Dorothy	Poole	William Weston	Poole	—
2893	Dorothy	Weymouth	Hugh Percy	Weymouth	[Straits]
3460	Dort frigate	Yarmouth	—	Yarmouth	Straits
2932	Dove	Bristol	Gilbert Tapley	Bristol	Straits
3834	Dove ketch	Topsham	John Lyle	Topsham	—
3558	Eagle	Bideford	Robert Hoxland	Bideford	Straits
3599	Eagle	Bideford	[Robert Hoxland]	Bideford	Straits
3776	Eagle	Plymouth	Edmund Glassworthy	Plymouth	—

Reference No.	Ship	Port of Origin	Master	Present Station	Destination
3827	Eagle ketch	Plymouth	Christopher Skeene	Plymouth	Straits
3912	Ebenezer	Plymouth	Laurence Tave[r]ner	—	—
3333	Edgar	Yarmouth	Theo. Downing	—	—
2965	Edward and Grace	London	William East	Downs	Straits
3913	Edward and John	London	William Cock	Rochester	—
3285	Elizabeth	London	John Fletcher	Southampton	Straits
3408	Elizabeth	London	[John] Fletcher	Southampton	—
3771	Elizabeth	London	[Owen Hurst]	Portsmouth	—
3792	Elizabeth	London	Owen Hurst	Portsmouth	—
3693	Elizabeth	Plymouth	John Potts	—	—
3790	Elizabeth	Poole	William Pyke	—	—
3709	Elizabeth	Teignmouth	John Martin	Topsham	Straits
3176	Elizabeth	Topsham	William Mann	Topsham	Straits
3504	Elizabeth	Topsham	John Stafford	Topsham	Straits
3763	Elizabeth	Weymouth	John Percie	Weymouth	—
3800	Elizabeth and James	Bideford	John Tracey	—	—
3834	Endeavour	Boston	Samuel Smith	Downs	—
3888	Endeavour	Dartmouth	Joseph Allen	Dartmouth	—
3076	Endeavour	Plymouth	Thomas Rouse	Plymouth	—
2957	Endeavour	Poole	William Lacy	Poole	—
3208	Ewe and Lamb	London	Abraham Harman	Cowes	Straits
3888	Exchange	Bideford	Aaron Browning	Bideford	—
3424	Exchange	Bristol	Robert Morris	Bristol	—
3001	Exeter Merchant	Exeter	Derby Hickey	Exeter	—
3175	Exeter Merchant	Exeter	Derby Hickey	Exeter	Madeiras
3861	Exeter Merchant	London	Roger Matthews	London	—
3142	Expectation	Bristol	Edward Dover	Bristol	Straits
3856	Expedition	Bideford	Peter Luxon	Bideford	—
3130	Expedition	Topsham	Solomon Andrews	Topsham	Straits
3818	Expedition	Topsham	Solomon Andrews	Topsham	—
3739	Experience	Dartmouth	Richard Grigg	Dartmouth	Straits
3486	Fellowship	Bristol	Thomas Pynn	Bristol	Straits
3749	Fortune	Teignmouth	William Pearne	—	—
3012	Four Anns	London	Thomas Scott	Downs	Çadiz
3625	Francis	Exeter	Thomas Bushell	Exeter	—
3225	Frederick	Plymouth	John Matthews	Plymouth	Straits
2968	Friend	London	Richard Mathew	Plymouth	—
3113	Friends' Agreement	Bristol	Caleb Shuter	Bristol	—
3119	Friends' Agreement	[Bristol]	Caleb Shuter	[Bristol]	—
3776	Friends' Adventure	Bristol	William Bowry	Bristol	Straits
3826	Friends' Adventure	Swansea	—	—	—
3114	Friendship	Bristol	John Webb	Bristol	West Indies
3119	Friendship	[Bristol]	John Webb	[Bristol]	[West Indies]
3320	Friendship	Burntisland	James Angus	Cowes	Straits
3120	Friendship	London	Matthew Fox	Dover	Straits
3196	Friendship	London	Matthew Fox	Dover	[Straits]
3844	Frog dogger	—	Richard White	Weymouth	the southward
3505	Gabriel	Bristol	—	Bristol	—
3299	Genoa Merchant	Yarmouth	Thomas Appleby	Yarmouth	Straits
3178	George	Bristol	Samuel Isaac	Bristol	Virginia
3285	George	London	Samuel Edwards	Shoreham	Straits
3653	George and Martha	London	Thomas Baker	Poole	—
3818	Golden Dove	Topsham	William Caweed	Topsham	—
3538	Golden Fleece	Exeter	—	Exeter	—
3537	Golden Lion	Bristol	Nathaniel Sanders	Bristol	Straits
3344	Golden Lion	Topsham	—	Minehead	—
3519	Good Intent	Plymouth	John Wheaton	Plymouth	Straits

Reference No.	Ship	Port of Origin	Master	Present Station	Destination
3275	Griffin ketch	—	—	Plymouth	—
3210	Hamburg Merchant	Hull	John Wakelin	Downs	—
3595	Hannah	Topsham	Stephen Whithall	Topsham	Lisbon
3797	Hannah	Topsham	—	Topsham	—
3187	Hannah and Elizabeth	Bristol	Samuel Cole	Bristol	Straits
3648	Happy Entrance	Minehead	Robert Isaac	—	—
3897	Happy Entrance	—	James Koldwich	Dartmouth	—
3797	Happy Return	Plymouth	Thomas Foord	Plymouth	Straits
2900	Hawk	Dartmouth	Thomas Fowles	Dartmouth	—
2956	Hawk	Dartmouth	[Thomas Fowles]	Dartmouth	—
3878	Hawk	[Dartmouth]	Thomas Fowles	Dartmouth	—
3893	Hawk	[Dartmouth]	Thomas Fowles	Dartmouth	—
3440	Heart	Bristol	William Hooper	Bristol	Barbados
2964	Hope	Lyme	Thomas Gill	Lyme	—
3239	Hope	Teignmouth	Robert Key	Topsham	—
3076	Hopeful Adventure	—	John Bant	Downs	—
2986	Hopewell	—	John Pearce	Plymouth	—
3818	Hopewell	Bideford	John Strong	Bideford	—
3242	Hopewell	Boston	James Cade	Cowes Road	—
2960	Hopewell	Dartmouth	George Luscombe	Dartmouth	Straits
3797	Hopewell	Dartmouth	—	Dartmouth	—
3606	Hopewell	Exeter	—	Exeter	Straits
3467	Hopewell	London	William North	Sandwich	—
3898	Hopewell	Minehead	John Holbrooke	Minehead	—
3638	Hopewell	Topsham	John Corney	Topsham	Bilbao
3548	Hopewell	Yarmouth	— Roame	Yarmouth	Straits
3639	Hopewell	Yarmouth	Joseph Howard	Yarmouth	Straits
3834	Humility	Bristol	Ellis Ashby	Bristol	—
3845	Hunter	Dartmouth	Henry Smith	Dartmouth	—
3749	Increase	Plymouth	Nicholas Parker	Plymouth	—
3696	Industry	Plymouth	Joseph Fuge	—	—
3647	Industry	Yarmouth	Thomas Gidney	Yarmouth	—
3737	Isabella	Bristol	Dennis Taylor	Bristol	Straits
3029	James	Dartmouth	Rupert Harris	Dartmouth	—
3694	James	Plymouth	Edward Blagg	Plymouth	—
2957	James	Poole	Walter White	Poole	—
3623	James dogger	Yarmouth	William Dickins	Yarmouth	—
3745	Janex	Southampton	William Cotton	Southampton	Straits
3132	Jeremy	Bristol	John Lilly	Bristol	Straits
3060	Joan	Falmouth	John Pearce	Falmouth	—
3877	Joan	Southampton	Richard Wyatt	Southampton	—
3105	John	Bristol	John Yeamans	Bristol	Straits
3112	John	Bristol	Peter Wraxall	Bristol	—
3119	John	Bristol	Peter Wraxall	[Bristol]	—
3797	John	Bristol	John Paine		—
3818	John	Dartmouth	Nicholas Boone	Dartmouth	—
3734	John	Newnham	Thomas North	—	—
3320	John	Pittenweem	John Atteson	Cowes	Straits
3749	John	Plymouth	Thomas Burgess	Plymouth	—
3320	John	Queensferry	John Allin	Cowes	Straits
3657	John	Topsham	John Bawdon	—	Oporto
3826	John	Topsham	John Bass	Exeter	—
3831	John	Topsham	John Bass	Topsham	—
3146	John and Elizabeth	Plymouth	—	Plymouth	Straits
3860	John and Francis	Southampton	John Wall	—	—
3284	John and Henry	Bristol	John Cades	Bristol	Jamaica

Reference No.	Ship	Port of Origin	Master	Present Station	Destination
3512	John and Mary	Shoreham	John Buckshaw	Shoreham	—
3067	John and Richard	London	Jonathan Stodleigh	Dover	Straits
3039	John and Sarah	London	John Eaton	Downs	—
3083	John and Thomas	—	Richard Jones	Falmouth	—
3888	John and Thomas	Topsham	John Balage	Topsham	—
2938	Jonathan	Plymouth	John Sanders	Plymouth	Newfoundland and the Straits
3061	Katharine	Bideford	Christopher Browning	Cowes	—
3818	Katharine	Dartmouth	John Miles	Dartmouth	—
2956	Katharine	Poole	William Cartridge	Poole	—
3888	Katharine	Poole	Shadrach Beale	Poole	—
2971	Katharine	Southampton	William Burwood	Southampton	—
3044	——, ketch	—	—	—	—
3088	Lady	Yarmouth	John Hartley	Yarmouth	—
3818	Lamb	Bideford	Robert King	Bideford	—
3326	Lamb	Bristol	Arthur Bible	Bristol	—
3173	Lamb	Plymouth	—	Plymouth	Straits
3912	Lamb	Plymouth	—	Plymouth	—
3199	Lancaster	—	Joseph Tucker	Lancaster	—
3117	Laurel	Topsham	Samuel Hayman	Exeter	—
3860	Laurel	Topsham	Samuel Hayman	—	—
2813	Lily	Yarmouth	Samuel Callow	Yarmouth	Straits
3897	Lily	Yarmouth	Samuel Callow	Yarmouth	—
3497	Lily	Yarmouth	Norman Cluneis	Yarmouth	Straits
3032	Lion	Bristol	Walter Davis	Bristol	—
3141	Lion	Liverpool	Thomas Wallis	Liverpool	Straits
3180	Lion	Liverpool	Thomas Watts	Plymouth	Straits
3224	Love ketch	Topsham	Richard Whithall	Topsham	Madeira and Nevis
3487	Love's Increase	Bristol	John Needes	—	—
3790	Love's Increase	—	Walter Popham	Barnstaple	—
3066	Loving Friendship	Newcastle	Anthony White	Newcastle	Straits
3104	Lucy	—	Henry King	Falmouth	—
3298	Margaret	Exeter	John Brown	Exeter	—
3550	Margaret	London	James Andrews	Downs	Straits
3190	Margaret and John	Plymouth	John Hutchins	Plymouth	Straits
3136	Marigold	Plymouth	Edward Mathews	Plymouth	Straits
3878	Mary	—	William Tozer	—	—
3893	Mary	—	William Tozer	—	—
2956	Mary	Dartmouth	—	Dartmouth	—
3655	Mary	Plymouth	John Dotting	Plymouth	—
3576	Mary	Topsham	[Christopher Edgar]	Topsham	Straits
3693	Mary	Topsham	Christopher Edgar	—	—
3061	Mary	Weymouth	Peter Andrews	Weymouth	—
3860	Mary	Weymouth	William Gates	—	—
3878	Mary ketch	Bristol	John Baker	Bristol	—
3844	Mary pink	—	William Stiles	Downs	—
3119	Maryland Merchant	—	William Trego	—	—
3771	Mayflower	Bideford	Edmund Pickard	Bideford	—
3322	Mayflower ketch	[Yarmouth]	John Morris	Yarmouth	Straits
3285	Negotia	Yarmouth	Nathaniel Wakeman	Yarmouth	Straits
3361	Neptune	—	Nicholas Parry	Yarmouth	—
3174	Neptune	Hull	Matthew Cracombe	Hull	Straits
3830	Neptune	Jersey	David le Breton	Cowes	—
3119	Nevis Merchant	—	Arthur Grant	—	—
3001	Nevis Merchant	Bristol	William Davis	Bristol	Straits
3732	New Amity	Bideford	George Powell	Bideford	—

Reference No.	Ship	Port of Origin	Master	Present Station	Destination
3363	New Morlaix Merchant	Plymouth	—	—	Canaries
3032	News' Adventure	Bristol	John Lilliwhite	Bristol	—
3551	Nicholas	Plymouth	Nicholas Low	Plymouth	Straits
3732	Nightingale	Bideford	William Hacker	Bideford	—
3586	Nonsuch	Topsham	John Venner	Topsham	Straits
3467	Oak	Yarmouth	William Roberts	Yarmouth	—
2901	Olive Branch	Falmouth	Thomas Dyer	Falmouth	—
3656	Olive Branch	Plymouth	Stephen Culliford	Plymouth	Straits
3657	Olive Branch	Topsham	John Frankmore	Topsham	Straits
3166	Olive Tree	Bristol	Thomas North	Bristol	—
3897	Paragon	[Dartmouth]	James Lake	Dartmouth	—
3860	Paragon	Dartmouth	James Lake	—	—
3709	Paragon	Teignmouth	Richard Beard	Topsham	Straits
2893	Parrot	London	John Baest	Downs	Straits
3181	Patience	—	John Davis	Plymouth	Rochelle and Lisbon
3716	Patience	Bideford	John Small	Bideford	—
3472	Patience	Bristol	Matthew Nicolas	Bristol	Straits
2913	Pearl	Plymouth	John Smith	Plymouth	Straits
3176	Pearl	Topsham	William Strong	Topsham	Straits
3565	Pearl	Yarmouth	Edward Watson	Yarmouth	Straits
3800	Pelican	Bideford	John Whitfeild	—	—
3142	Peter	Bristol	John Mason	Bristol	Straits
3797	Peter	Plymouth	Richard Bone	Plymouth	—
3845	Phœnix	Bideford	—	Bideford	—
3354	Phœnix	London	John Yeamans	Bristol	Straits
3716	Phœnix	Teignmouth	[Thomas Jackson]	Teignmouth	Straits
3749	Phœnix	Teignmouth	Thomas Jackson	[Teignmouth]	[Straits]
3467	Planter	Bristol	Robert Hallings	Bristol	—
3881	President	Bideford	—	—	—
3790	Primrose	—	Robert Hawkins	Bristol	—
3877	Primrose	London	John Lawson	Downs	—
2900	Priscilla	Plymouth	George Matthews	Plymouth	—
3897	Priscilla	Plymouth	—	Plymouth	—
3716	Prosperous	Exeter	Henry Perdon	Exeter	—
3038	Prosperous	London	Henry Clerke	Portsmouth	—
3211	Providence	Bristol	William Jeffreys	Bristol	—
3498	Providence	Bristol	—	Bristol	—
3826	Providence	Minehead	Henry White	—	—
3753	Providence	Southampton	Henry Wall	Southampton	Straits
3209	Prudence	London	John Johnson	Downs	Straits
2971	Rachel	Southampton	Edward Petty	Southampton	—
3753	Rachel	Southampton	Edward Petty	Southampton	Straits
3897	Rainbow	Bideford	George Causey	Bideford	—
3546	Rebecca	New York	—	Falmouth	Amsterdam
2910	Rebecca	Plymouth	John Evans	Plymouth	Straits
3696	Rebecca and Elizabeth	Yarmouth	Robert Downing	—	—
3518	Recovery	London	Richard Croxford	Downs	—
3364	Reformation	Bristol	Charles Andrew	Bristol	Straits
3716	Resolution	Bideford	George Darracott	Bideford	—
3739	Resolution	Dartmouth	John Grigg	Dartmouth	Straits
3753	Restoration	Southampton	Benjamin Pittfeild	Southampton	Straits
3307	Return	Yarmouth	Richard Myles	Yarmouth	Straits
3119	Richard and James	—	Thomas Opie	—	—
3063	Richmond	London	Wolf[g]ang Hansla[e]r	Downs	—

Reference No.	Ship	Port of Origin	Master	Present Station	Destination
2956	Robert	Plymouth	Richard Cooke	Plymouth	—
3737	Robert and Hester	Bristol	Francis Rogers	Bristol	Straits
3792	Richard and Mary	Barnstaple	John Marshall	Barnstaple	—
3834	Richard and Sarah	Barnstaple	John Marshall	Barnstaple	—
3739	Richard and Sarah	Dartmouth	—	Dartmouth	Straits
3888	Rose pink	—	William Trump	Topsham	—
3823	Ruby	Plymouth	Israel Symons	—	—
3137	St. Bernard	Bristol	Richard Dempster	Bristol	—
3179	St. George	—	Michael Furlong	Dover	Straits
3001	St. George	London	George Moon	Downs	—
3467	St. George	London	John Wild	Cowes	—
2949	St. George	London	George Edgers	Harwich	Straits
2926	St. Jacob	Waterford	Robert Priestley	Downs	—
3762	St. John Merchant	Dartmouth	—	Dartmouth	—
3779	St. John Merchant	Dartmouth	—	Dartmouth	—
3913	St. Malo Merchant	Plymouth	Arthur Hole	Plymouth	—
3200	St. Martin	London	John Pearce	Cowes	—
3749	St. Peter	Dartmouth	Michael Gould	Dartmouth	—
2913	Salamander	Plymouth	Samuel Petell	Plymouth	Straits
3176	Sallow, *alias* Swallow	Topsham	—	Topsham	Straits
3140	Samaritan	Yarmouth	James Lutton	Yarmouth	Straits
3319	Sampson	London	James Winsor	Southampton	—
3694	Samuel and Mary	Bristol	James Harris	—	—
3896	Sapphire ketch	—	Joseph Bowry	Bristol	Straits
2956	Sarah	Dartmouth	—	Dartmouth	—
3676	Sarah	Plymouth	William Salmon	Plymouth	Straits
3856	Sarah	Topsham	Christopher Holly	Topsham	—
3440	Sarah and Elizabeth	Bristol	Richard White	Bristol	Straits
2959	Sarum Merchant	Poole	William Dolbury	Poole	Straits
2921	Scanderbeg	Barnstaple	Robert Fishley	—	—
3856	Scanderbeg	Barnstaple	Robert Fishley	—	—
3771	Seraphim	Barnstaple	George Fleming	Barnstaple	—
3623	Society	Bristol	Edmund Dilly	Bristol	—
3762	Society	Minehead	Richard Luckes	Minehead	—
3749	Southampton ketch	[Southampton]	William Milbery	Southampton	—
3467	Speedwell	Dartmouth	Joseph Stocker	Dartmouth	—
3001	Speedwell	London	Laurence Franck[l]in	Downs	—
3648	Speedwell	Plymouth	—	Plymouth	Straits
3241	Star	Bristol	Robert Con[y]ers	Bristol	Straits
3119	Stephen	—	John Read	—	—
3112	Stephen	Bristol	John Read	Bristol	—
3653	Submission	Bristol	Anthony Barrow	Bristol	Madeiras
3594	Success	Bideford	Christopher Yeo	Barnstaple	Canaries
3599	Success	Bideford	[Christopher Yeo]	Bideford	Straits
3845	Success	Dartmouth	Benjamin Mitchell	—	—
2979	Success	London	John Harwood	Downs	Straits
3285	Success	Yarmouth	James Davison	—	—
3856	Success ketch	—	Thomas Ratte	Exeter	—
3152	Susanna	Bristol	William Neds	Bristol	Straits
3167	Susanna	Bristol	—	Bristol	—
3670	Susanna	Scarborough	John Pate	Hull	Straits
3800	Swallow	Bideford	John Scamp	—	—
3856	Swallow	Exeter	Isaac Symons	—	—
3449	Swan	Topsham	William How	Topsham	Straits
3898	Thomas and Benjamin	Bristol	John Frogg	Bristol	—
3105	Thomas and Francis	Bristol	Francis Lawrence	Bristol	Straits

Reference No.	Ship	Port of Origin	Master	Present Station	Destination
3861	Thomas and Mary	—	—	—	—
3056	Thomas and Mary	London	William Adams	Isle of Wight	Straits
3881	Thomas and Mary	Lyme	John Clear	—	—
3314	Tiger	London	Henry Stuple	Woodbridge	Straits
3797	Tobias and Barbara	Dartmouth	—	Dartmouth	—
3845	Torrington Merchant	[Torrington]	—	Torrington	—
3214	Tradegar	Newport	William Wraxell	Bristol	Barbados
3736	Trial	Swansea	Robert Breholt	Swansea	—
3831	True Dealing	Plymouth	John Mooreshead	Plymouth	—
3693	True Intent	Topsham	John Bauden	—	—
3717	True Love	Minehead	—	Minehead	—
3511	Truelove	Topsham	John Parker	Topsham	—
3131	Two Friends	London	John Bantum	Bristol	Straits
3323	Unicorn	—	John Ingram	Yarmouth	—
3132	Unicorn	Bristol	Thomas Cooper	Bristol	—
3790	Unity	—	Robert Gammer	Barnstaple	—
2901	Unity	Falmouth	John Chapman	Falmouth	—
2835	Unity	London	John Borrows	Fowey	Straits
3299	Unity	Yarmouth	William Mason	Yarmouth	Straits
3322	Unity	Yarmouth	Marmaduke Scapes	Yarmouth	Straits
3133	Vintage	Plymouth	Samuel Foote	Plymouth	Straits
3832	Vintage	Plymouth	Samuel Foote	Plymouth	—
3145	Virgin	Limerick	John Flahy	Cowes Road	Straits
3158	Virgin	Yarmouth	—	Yarmouth	Straits
3396	Warrior	London	Robert Porter	Downs	Straits
3168	William	Plymouth	George Painter	Plymouth	—
3749	William	Weymouth	Jacob Chubb	Weymouth	—
3749	William	Weymouth	Christopher Ousby	Weymouth	—
3132	William and Anne	Bristol	—	Bristol	Virginia
3251	William and George	Bristol	William George	Bristol	Barbados
3771	William and George	Poole	Robert Bennet	Poole	—
3671	William and James	London	James Mohun	Dover	—
3877	William and Thomas	Portsmouth	Richard Matthews	Portsmouth	—
3285	Yarmouth Merchant	Yarmouth	John Gunnell	Yarmouth	—
2956	Young Man's Endeavour	Plymouth	Richard Tooker	Plymouth	—

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